

# ALL HANDS

# SEPTEMBER 1971

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# ALL HANDS

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• **FRONT COVER:** This month's cover shows a dramatic view of the bow of combat stores ship USS San Diego (AFS 6). The picture's futuristic look is symbolic of the shape of today's Navy. It's solid, but it swings. (Photo by PH1 R. A. Elder)

• **AT LEFT: SPEEDY ADVICE**—American Naval Advisors LTJG Charles Faria (left) and LT James P. McGrath return to their base at Binh Ba, the Republic of Vietnam, after an assignment at Cam Ranh Bay. (Photo by JCS Jim Falk)



# OUR MAN in SPOKANE

**H**E IS YOUNG, aggressive and the picture of serious business. He moves about Spokane, Wash., like any other young businessman. He dresses smartly and clutches the ever-present briefcase.

He is a pro and he knows it—his record speaks of his success—he is Navy recruiter Russ Bailey.

More than a recruiter, Russ Bailey is people. He's concerned with youth and he's a "Big Brother," an outdoorsman and a converted Washingtonian.

Bailey in his white Navy Recruiting Command van is usually on the road canvassing the outlying Spokane-area towns and schools. His voice and spot announcements are becoming familiar to listeners of several local radio stations. You can find him almost anywhere, from attending dog trials with his van, serving hot coffee and sandwiches—to the corner of Wall and 3rd Street talking to young people.

"I guess I'm a talker, I like people," Bailey said as he drove to a meeting of Rearden High School seniors. "But one thing I don't do is high-pressure

these kids and I definitely do not recruit them out of school." His attitude clearly comes across.

**T**HIS IS BAILEY'S STRONGEST POINT—his close working relationship with local school officials and counselors. It's one reason for the Navy's success in the Spokane area. If a young man wants to quit school to join the Navy, the first thing Bailey does is call in his counselor. Then they both try to talk the youngster into staying in school.

"If there's any way to help these young men finish school," he said, "the Navy will get better people when they graduate."

Bailey's own first contact with a Navy recruiter was on his father's farm in Louisiana. "I had just graduated from high school and was out plowing," he said. "The recruiter came out and told me about Navy life and the opportunities available and I bought it."

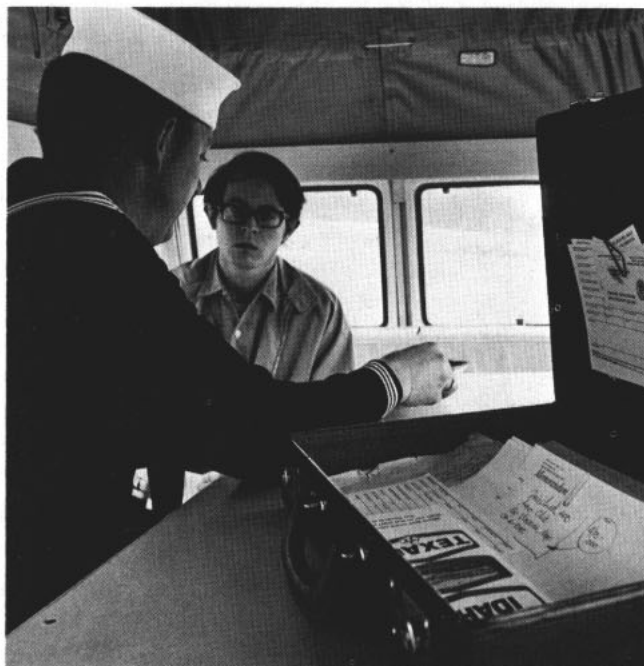
A few days later he was on his way to San Diego and recruit training—and the opportunities.





Spokane, Wash. (above), is where Russ Bailey serves as Navy Recruiter. At right, he awaits the signal to begin his familiar recruiting announcement on KGA radio, while (below) he takes time out to be a "Big Brother" to a Spokane youth. (Photos by JOC Bass & PHC Wright)





Bailey's Navy Recruiting Service van can be seen almost anywhere in the Spokane area (left). In it he interviews Ted Quillman of Colville (above). Bailey works closely with area schools; (above right) he gives a presentation to seniors at Rearden High School and (far right) he checks records with counselor Mrs. Beverly Price with the aim of keeping students in school. He is often seen (right) in downtown Spokane.

"I've never had serious regrets," he said. "If not for the Navy's recruiters, I might still be plowing that field."

Born and raised in the South, Bailey has a certain charm when it comes to getting along with people. His recent selection as "Inland Empire Navyman of the Year" testifies to his ability of maintaining a good relationship with everyone he meets.

**A** 12-YEAR NAVY VETERAN—most of them spent at sea in submarines—he sums up his tour in Spokane as "good duty." He doesn't mean a soft job—it's been anything but soft—but still, it's been rather enjoyable. "I like the city and I like the people here," Bailey said. "I know I don't have to 'flower-up' the Navy to a young man. I simply tell it like it is. If they work hard and study, the opportunities are there and so are the rewards." This kind of approach has paid off.





Although Spokane could be called Air Force country, Bailey never worries about competition from that service.

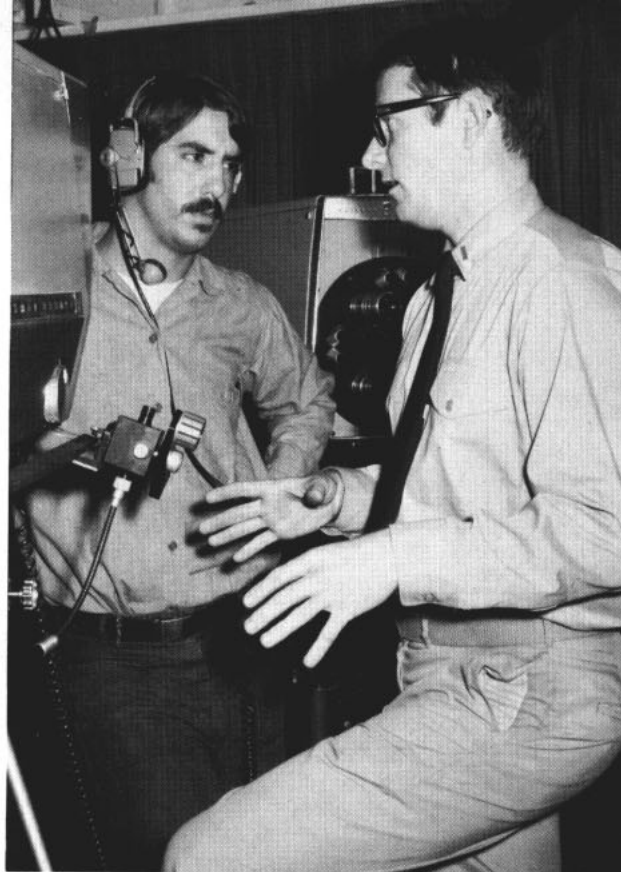
"We all offer about the same educational and on-the-job training, and the pay is the same," he said. "But aside from strong training programs and advancement opportunities, the Navy offers many other things especially attractive to a young man—the adventure of a man going to sea and discovering foreign ports."

Bailey lives with his wife, Mary, in Spokane. He is buying a house and expects to make the city his permanent home when he eventually retires. But that's still a long way off and in the meantime he's occupied with the task of bringing the Navy story to the young men and women of Spokane.

—Story and Photos by JOC Willard B. Bass, Jr.  
and PHC Charles Wright

# "WJFK"

**SOPHISTICATED  
CLOSED-CIRCUIT  
ENTERTAINMENT  
FOR THE CREW  
OF CVA-67**



**T**HERE'S A LOT SAID THESE DAYS about "good vibrations" and the sounds coming from the *uss John F. Kennedy* are on the modern wave length and are, by most standards, very good.

*Kennedy* is the stage for the production of television and radio broadcasts which are both professional and contemporary. Contrary to common belief, *Kennedy's* audience of over 5200 men is not entirely captive, and in fact appreciates programing that allows for differing tastes.

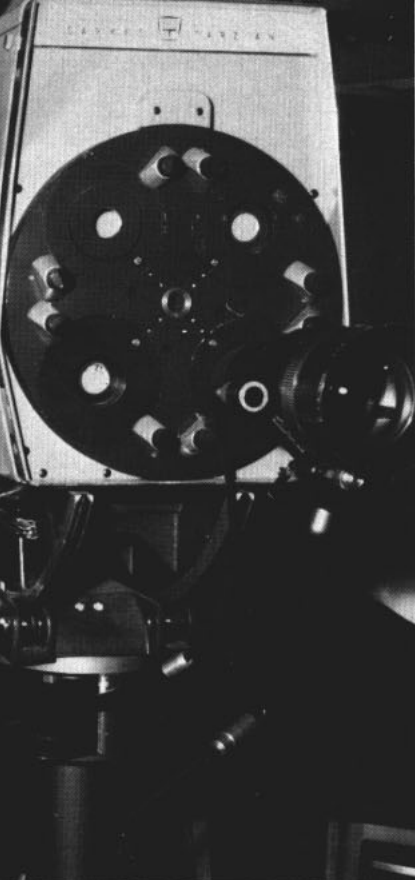
"WJFK" is a closed-circuit system, and like any other is directed at a specific audience. In this case, the public affairs office is in charge of the studio while the "director" is the commanding officer of *Kennedy*. The audience for the moment is "you," the crewmember.

On awakening at sea in *Kennedy*, you can tune in to a mini-"Today Show" with news of the world and the ship. Later, eating lunch in the wardroom or on a messdeck, you might notice that morning passes to afternoon with a movie diet as classic as Myrna Loy and Clark Gable, or *Butch Cassidy and the Sundance Kid*. These movies, you learn, are aired again at night and then become the "Early Show" and the "Late Show." There is a format to all this, but the routine is determined by you—carriers at sea require all kinds of shifts and each man selects the time that is best for him to relax and watch TV.

SN Larry Henson adjusts the one-inch VTR machine which records favorite TV shows aired on WJFK.

**ALL HANDS**





ENS Scott Goodfellow, PAO, discusses "tight programming" with SA George Fine (left) while Station manager SN Fred Coleman stores a VTR reel in the library (right).



There are some 250 television sets aboard *Kennedy*.

The normal evening routine also includes taped network television shows — "Mission Impossible," "Smothers Brothers," etc. Most shows are seen on a delayed basis, several weeks later than by the folks in the states.

**N**EWs, SPORTS, weather, and features are the "Big Four" of WJFK's programming. Besides the early morning news summary, there are two other regularly scheduled news programs, one taped around 1600 and shown at 1730, and replayed after the late movie. The copy is edited from the major wire service dispatches, including the American Forces Radio and Television Service (AFRTS) transmissions. Commentators and reports from commercial radio broadcasts are sometimes taped, and these "drop-ins" are used to supplement the WJFK production.

The news programs usually last about 30 minutes, and they are full of technical gadgetry. Viewer aids include the use of the split screen, inseting, and other video gymnastics from a special effects generator. There is liberal use of background slides projected on another screen. The studio makes its own 35mm slides and has compiled a visual potpourri ranging from national experts to the 747. These slides are filed generically (politics, disasters etc.), or by name, such as politicians. The two cameras are almost

## TICONDEROGA GETS COLOR

**T**HANKS LARGELY TO THE EFFORTS of Robert S. Lonn, an electronics technician 3rd class aboard *uss Ticonderoga* (CVS 14), the crew aboard his ship now enjoys color television.

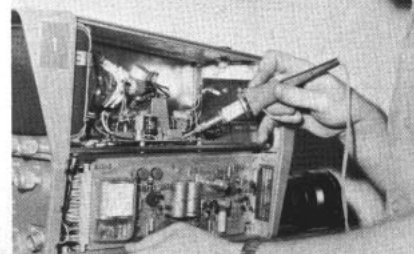
Before Lonn took on the chore last year, the carrier had a movie projector and a few black-and-white television receivers. Now, according to its own reckoning, it has the biggest and best television system in the Pacific Fleet.

Lonn began his renovation by rebuilding the television working spaces to provide room for a studio and to increase controlroom space. He then obtained all the equipment necessary to operate a controlroom and a studio plus 40 new color TV sets which were placed in the crew's living spaces aboard the ship.

The job was by no means an easy one. For example, five miles of television cables had to be snaked throughout the ship to link up the closed-circuit system. Lines were also laid to connect individually owned FM radios. Lonn then helped a contractor with the installation of all new color controlroom equipment.

When the job was finished, Lonn declined to rest on his laurels; he keeps the sets in repair and troubleshoots other malfunctions in the system whenever they arise. He also assists the station director in the technical aspects of setting up remote or studio live broadcasts.

—Photo by Brian Wolfe



constantly in motion, tilting and panning for the next cue. One of the machines has a zoom capability and the other has four-lens turret.

The programing is described as "tight" by Ensign Scott Goodfellow, *Kennedy* public affairs officer. "Tighter programing gives the total production a more professional look, and the crew comes to respect the medium; they know that it isn't just a big toy," he said.

**W**ITH THE HELP of a nine-channel audio mixer and cartridge players, there is a smooth musical transition to sports, which follows the news. Sports news is picked up through the regular summaries and bulletins in the ship's communications department.

as temperatures in major cities stateside.

Feature shows may include analyses of the current international situation. *Kennedy* men showed an especially keen interest in a show last September on the Mideast, which was broadcast as the ship sailed to that area on an emergency mission.

Human relations productions often attempt to encourage shipboard communication between officers and enlisted men. In one series, "The Generation Gap; Does It Exist?", a panel composed of career officers and enlisted men met with a moderator and discussed their thoughts on the subject. Then a panel of younger, mostly enlisted, men met and discussed the same subject independently. Next, each group viewed the videotape of the other's discussions. Still



A 16-mm projector is made ready for the next showing.



SN Tom Carney cues an AFRTS record on Channel Two.

Also, commercial and short-wave broadcasts are monitored in a studio adjacent to the TV control room. Football scores, basketball standings and the like, especially following weekends, are naturally popular segments of the program.

Weather information, in the form of isobaric maps, is supplied by the ship's meteorology department. Temperatures appropriate to the operating area—Mediterranean ports for example—are provided as well

later, both groups met on the air and a stimulating exchange ensued.

Also notable was the week-long series of spot announcements during National Negro History Week.

WJFK promotes interest in current ship's activities, explaining major operational exercises and recreational events. *Kennedy* educational services counselors make regular appearances, announcing advancements as a result of shipboard tests.



**M**ANY KENNEDY MEN heard Captain Ferdinand B. Koch, the commanding officer, say during his first appearance on WJFK that he was no "TV star" and that he felt on uncertain ground, indeed, talking in front of the cameras. Since then the captain's "Command Post" has become the most waited-for television event on the schedule. Besides establishing a rapport with the crew, the captain makes "personalized" appearances.

Ensign Goodfellow summed up the TV side of *Kennedy* when he said, "Especially after long periods at sea, the ship becomes our world, and we try to continue the same relation, informational, entertaining and instructional, that the crew experiences with television back home."

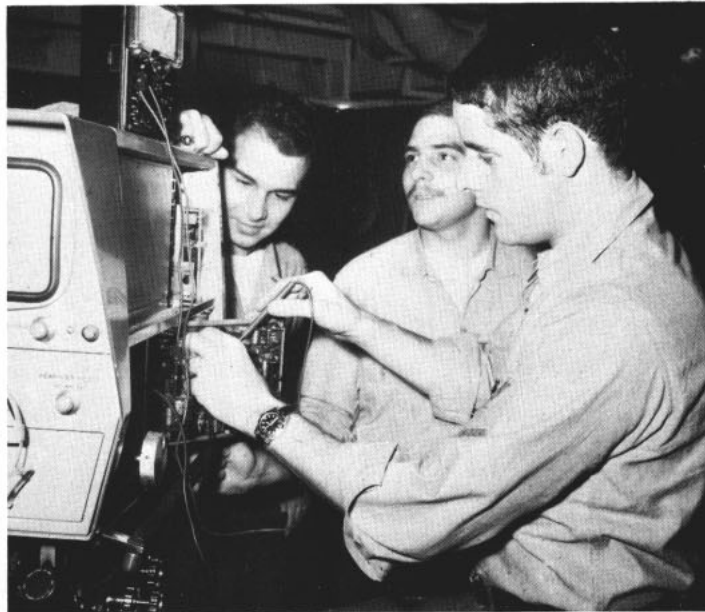
**A** WEATHER SUMMARY is given on the half-hour. Records usually fill the periods between the news and the weather reports and the slight overlap, or "mix," is used for "lead-outs."

There are over 300 radio receivers throughout the ship. Four channels are used at sea, all closed-circuit. AFRTS records are set up on Channel One. These cover much of the popular music spectrum and have their own prerecorded intros. Channel Two has a reversing tape which is sometimes a movie soundtrack, and Channel Three uses the clock-on-the-wall format already described.

A dozen part-time DJs have two turntables and two amplifiers and many thousands of selections to choose from, including big band, rock, folk and



The Station Manager tunes one of six video monitors.



The equipment used by WJFK is maintained by Kennedy's ETs.

As in WJFK television, professional techniques are the hallmark of WJFK radio. Ensign Bill Oxley, assistant public affairs officer, brings his own radio experience to the shipboard station. He explains that WJFK uses what he calls a "clock-on-the-wall" format. The programing technique is simple for most beginning DJs to remember and is an effective framework for the accomplished disc jockey to work with. It begins with five minutes of news on the hour.

country. It is almost impossible to tell you are not listening to a commercial radio program.

Channel Four is used for 24-hour background music.

All in all, both WJFK Television and WJFK Radio combine into an effective instrument for improving morale and interest in today's Navy.

—Story by SA Rod Coggin  
Photos by PA3 John Moore

# At NAS Chase Field :

## A New BEQ

## A New RECREATION CENTER

**L**IFE HAS BEEN MADE BETTER at NAS Chase Field, Beeville, Tex., for Navymen and their families with the addition of a new \$1.3 million, 480-man Bachelor Enlisted Quarters (BEQ) and a half-million-dollar recreation center. These two facilities represent a giant stride in the continuing efforts to modernize and improve the Navy at the local level.

The new BEQ has been occupied since last December. The building is of reinforced concrete with brick exterior and was designed on a modular concept. Each of the 20 modules is composed of 6 four-man bedrooms grouped around a central living area and bath. Each living room contains a TV, lounge chairs, private phone booth, bulletin board, water cooler, and luggage storage room. Over \$200,000 was spent in furnishing the centrally air-conditioned and heated buildings with beds, sofas, draperies, carpeting, lounge chairs, end tables and wall clocks. Parking for 164 automobiles has also been provided.

The building has been officially named Leal Hall, honoring HM3 Armando Leal, Jr., who was killed in action in the Republic of Vietnam in September of 1967. He was serving as a corpsman with the 1st Marine Division and was awarded the Navy Cross posthumously for aiding Marine casualties. The building was dedicated by VADM B. M. Strean, Chief of Naval Air Training.

**T**HE SECOND FACILITY was officially dedicated Clifton Recreation Center, also by Admiral Strean, who unveiled a bronze plaque and oil portrait honoring the late Rear Admiral Joseph C. Clifton, a 37-year Navy veteran and former Chief of Naval Air Advanced Training.

The Center features an eight-lane bowling alley, billiards room, lounge and snack bar, photographic lab, portrait studio, ceramics shop, and electronics shop. Clifton Center's exterior is a striking blend of stonefaced concrete and white stucco panels. The 14,000-square-foot building has another unusual design feature consisting of an enclosed courtyard with shrubbery, surrounding a patio area on which is centered a reflecting pool.

RADM Clifton served as Chief of Naval Air Advanced Training from 1958 to 1960. He distinguished himself during World War II by downing five Japanese aircraft and was later awarded the Distinguished Flying Cross and Legion of Merit twice.

In keeping with the Chief of Naval Operations' desire for a more personnel-oriented Navy, VADM Strean commented . . . "The Navy is attempting to keep pace with increased living standards in the civilian world. It is our hope that through such modern facilities, we can attract more well qualified men to join the Navy."

—LTJG F. C. Lee

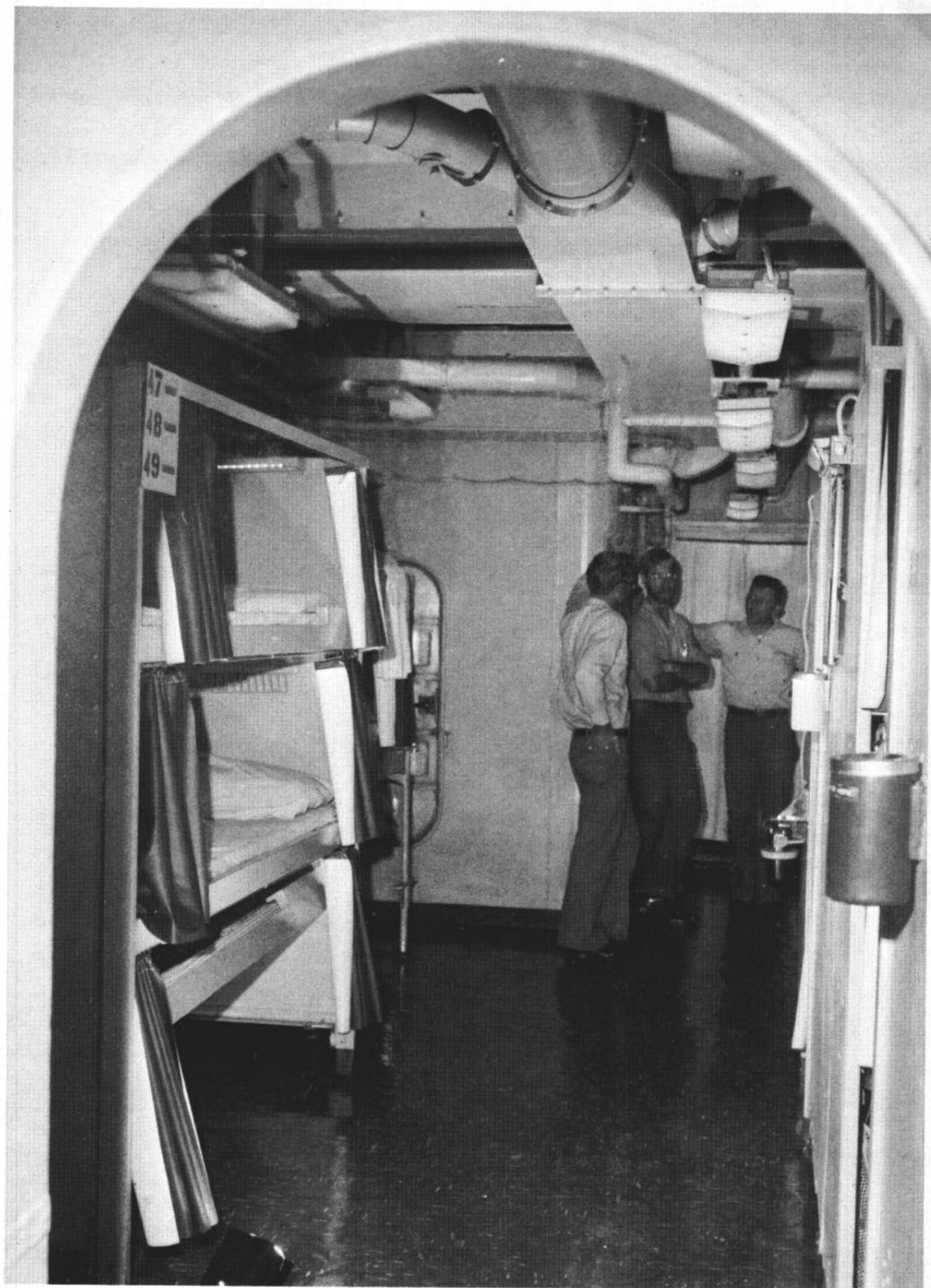




Mrs. Joseph C. Clifton talks with VADM B. M. Strean, CNATRA (middle rt.) at the dedication of the new half-million-dollar Clifton Recreation Center (rt. & below) named for her late husband, RADM Clifton, at NAS Chase Field.



Mr. & Mrs. Armando Leal, Sr., and their family, view an oil portrait and bronze plaque of their son in front of Leal Hall Bachelor Enlisted Quarters at NAS Chase Field, Beeville, Tex. The \$1.3-million, 480-man building (left & far left) was named in honor of HM3 Armando Leal, Jr., who heroically gave his life in Vietnam while aiding Marine casualties.



# KITTY HAWK HABITABILITY

## IMPROVED LIVING CONDITIONS

**H**ABITABILITY is a common word — and a common goal — aboard Navy ships these days, and one of the best examples of what's being done to make life at sea as enjoyable and comfortable as possible can be found aboard USS *Kitty Hawk* (CVA 63).

The attack aircraft carrier has created a special Habitability Division, a team of 20 men who were given the responsibility of bringing living conditions up to the rigorous standards set by the *Hawk*. This team of specialists covers all berthing areas and head spaces throughout the ship.

Habitability Division, the first of its kind to be instituted in a Navy ship, was formed during *Kitty Hawk's* major overhaul in Bremerton, Wash., during 1969-70. Faced with deteriorating conditions, the ship's operation officer—now the XO—Captain Alex G. B. Grosvenor, launched the program by inspecting all living spaces for problem areas. Based on his findings, the division's initial working plan was formulated.

In one of the project's earlier phases, the division's team of carpenters, welders, pipefitters and electricians converted (with NAVSHIPS approval) an unused jet engine storeroom into an enlisted berthing area accommodating 72 men. Initially considered the ship's model compartment, it has long since lost that distinction as the Habitability Division has put its mark on all the other compartments.

For overhauling head spaces the division has concentrated its efforts on the removal of excess equipment, rearranging or replacing items according to the crew's needs, laying a terazzo deck and applying fresh paint.

**C**HANGES MADE in the crew's living spaces have increased privacy and improved the lounge areas. Bunks have been moved from heavily trafficked areas and relocated, and curtains on each bunk have increased privacy and improved the appearance of berthing areas.

For those who wish to read, each bunk is equipped with a reading light and most have a built-in bookshelf.

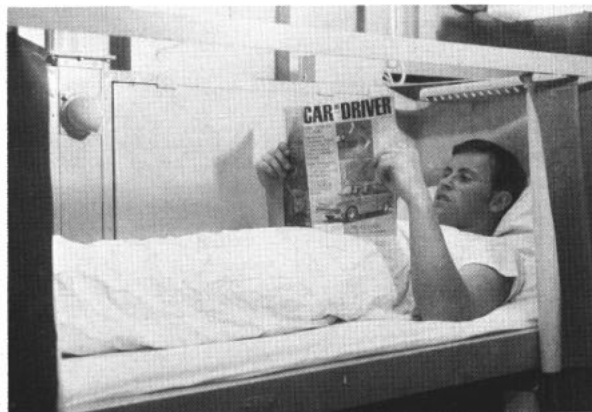
Air-conditioned lounges adjacent to the berthing areas have been furnished with chairs and equipped with the ship's "entertainment package"—a color TV and three FM radio stations from which to choose.

Habitability Division's job is by no means completed when a space is renovated—they're also responsible for the continual upkeep and repair of electrical, plumbing and ventilation equipment.

To keep up with the demand for its services, Habitability Division puts to use its latest innovation—a "hot line" for trouble calls—and guarantees action within 24 hours.



Discussions (above) for new living condition improvements on *Kitty Hawk* have resulted in bunks (below) with reading lights and curtains.



*Kitty Hawk's* heads (above) reflect the needs of the crew, proper ventilation, and easy cleaning. Curtains (below) separate berthing from passages.







# **BLACK HERITAGE**

**From  
the  
Days  
of  
Columbus  
to  
the  
Present**

**ALL HANDS**

**T**HE IMPORTANT ROLE PLAYED BY BLACK AMERICANS in the maritime history of the United States has often gone unnoticed. Did you know, for example, that Pedro Alonzo Nino, a Negro, navigated the *Nina*, one of Christopher Columbus' three ships, on the first voyage to the New World in 1492?

In the new U. S. Navy's first sea fights, those of the Revolutionary War, about 1500 blacks served their country — loading guns, working sails and manning boats. By 1812 and the Navy's first big test in defending the newly formed United States, one of every six sailors was black.

How many of these black Navymen's stories have you heard?

●Robert Smalls, with an escape party of 15 slaves, ran the Confederate gunboat *Planter* past the guns of Fort Sumter and surrendered her to Union forces blockading the Charleston Harbor in 1862. He was placed in command of the gunboat and served Union forces in this capacity until the boat was decommissioned in 1866.

●Matthew A. Henson, another Negro, accompanied Admiral Robert E. Peary and four Eskimos to the North Pole in 1909 and planted the U. S. flag there.

●Fireman 2nd Class Robert Penn was on duty near the boiler room of *uss Iowa* in 1898, during the Spanish-American War, when his ship was ripped by the explosion of a ruptured boiler. To prevent another possible explosion, hot coals from the boiler had to be removed at once. Penn placed a board across two buckets in order to keep his feet out of the scalding water covering the deck and, at the risk of great personal injury, carried the coals to a safe place. For this act, he was awarded the Medal of Honor.

●Chief Gunner's Mate John Henry "Dick" Turpin, one of the legendary characters in naval history, participated in almost every naval campaign from the Spanish-American War to World War II. Chief Turpin entered the Navy about 1883 as an "apprentice boy" and made a name for himself as an outstanding gunner's mate, boatswain and diver. He served continuously until 1925 and returned to limited active duty during World War II, when he visited naval activities to help boost morale.

●Mess Attendant 1st Class Dorie Miller, serving aboard the battleship *uss West Virginia* during the Japanese attack on Pearl Harbor, took over an anti-aircraft gun from a dying shipmate and shot down at least two enemy bombers. (Some sources say four.) For his bravery, he was awarded the Navy Cross.

●Ensign Jesse L. Brown, the first black American to win the wings of a naval aviator, conducted a daring series of attacks on enemy troops and supply lines during the Korean conflict, for which he was posthumously awarded the Distinguished Flying Cross and the Air Medal. A new escort ship (DE 1089) will be named for him (see page 17).

**F**ROM THE REVOLUTIONARY WAR until the last years of World War I, the Navy had no definite policies of separation and segregation based upon race. Ne-

groes — both slaves and freedmen — served in all ratings and were often commended in ships' records and other historical documents as "excellent seamen" and "among the best of the Navy's personnel."

It was during World War I that the Navy first began to show partiality in the treatment of Navymen from minority groups. Some 100,000 black Americans volunteered for naval service during that time, but for the most part, they were assigned noncombatant duties. In fact, they were only allowed to enlist as stewards or mess attendants, or to fill jobs on supply vessels, although there were a few holdovers from earlier days, like Chief Turpin.

During World War II, black Navymen were still assigned duties as stewards and mess attendants, with very few exceptions. This did not prevent many of them, Dorie Miller for one, from distinguishing themselves at battle stations under fire.

In 1942 the Navy began its efforts to reverse the trend and restore equal opportunity to all Navymen. Volunteers from minority groups were accepted for all ratings. At first these volunteers were grouped into segregated units. In fact, two antisubmarine vessels—the destroyer escort *uss Mason* (DE 529) and the submarine chaser PC 1264—were manned by mostly Negro crews and established distinguished wartime records.

**I**N 1944 THE FIRST NEGRO NAVAL OFFICERS in the history of the United States received their commissions. The first group included 12 ensigns and a warrant officer.

William S. White, Jr., now presiding judge of the Cook County (Ill.) Juvenile Court, was one of those 12 new ensigns. He had joined the Navy as an apprentice seaman the year before, and says that the commissioning came as a surprise to him because, although he had put in an application before he entered boot camp, he had heard nothing further about it. Judge White remembers the shortcomings of his early Navy experience, as well as the signs of improvement.

"I thought it was a little strange for all the Negroes to be put in one camp," he says. "Even in the induction place, all the Negroes ate in the basement, while the other recruits ate upstairs. The basement was nice but the whole idea of it was not really conducive to good morale."

"The Navy made rapid strides, I thought. I remember getting a note from an enlisted man returning to the States from duty in the Pacific. He said he was going back to civilian life in a country he hoped could become as democratic as the Navy that served it."

Judge White was discharged in 1946 as a lieutenant (jg) and returned to legal work in the U. S. attorney's office in Chicago. In 1964 he ran successfully for Circuit Court judge; he requested assignment to Juvenile Court two years ago. (For more on the historical background, see "Black Americans in the Navy," ALL HANDS, Nov 1969.)



**F**OR NAVYMEN FROM MINORITY GROUPS, the quality of life in the Navy has improved steadily since the early days of World War II and today opportunities for advancement and job satisfaction are probably greater than ever before. But many minority Navymen say there is still much that can and should be done to resolve the problems that arise in any system.

In a recent message to the Fleet, the Chief of Naval Operations remarks that, during retention study group meetings, "... what struck me more than anything else was the depth of feeling among our black personnel that there is significant discrimination in the Navy."

The ultimate keys to solution of the problem are race relations education for all ranks and rates, and improved communication. Already we have taken positive steps to increase recruiting among minorities, adding 37 minority recruiter billets at main Navy Recruiting Stations and setting goals so that we may eventually gain a minority population in the Navy proportional to the general population. We are acting to ensure that all minorities will be able to rise to the highest level of responsibility that their talent and diligence will take them. (For more on recent and upcoming Navy programs in this area, see "With Justice for All," *ALL HANDS*, February 1971, page 40, and the roundup report entitled "Navy Charter on Equal Opportunity" in the April 1971 issue, pages 4-18.)

#### Opportunities in Today's Navy

**D**ATA PROCESSING TECHNICIAN 1ST CLASS HOOKER A. THOMAS and Lieutenant Commander Harold A. Walton are two black Navymen—among hundreds—who are taking full advantage of the opportunities afforded by a naval career today.

"I'm not rich, yet, but by heaven, I'm not poor any more," says DP1 Thomas, summing up five years of hard work that have taken him from a sharecropper's farm in Mississippi to advanced training in computerized tape processing. He enlisted in 1965, three years after graduating at the top of his high school class. In five years, he's advanced from seaman recruit to 1st class petty officer, managed to save \$5000, and paid tuition for his nephew to enter a junior college near home.

"My family has always been poor," Thomas says. "I know that by most contemporary standards, a few thousand dollars in savings and receiving military promotions in record time may not be a great yardstick of success, but this is so much better than sharecropping in Mississippi. Now that my nephew is able to enter college, the cycle of poverty in our family has been broken."



# BLACK HERITAGE

Thomas says his ultimate goal is to study psychology at Harvard. While on active duty, he's furthered his education with USAFI courses and work at the University of Maryland, which he attended while stationed in the Washington, D.C., area. His most recent duty station was *uss Enterprise* (CVAN 65).

**L**IEUTENANT COMMANDER WALTON is studying for a master's in oceanography at the Naval Postgradu-

## Black History Course Offered

An undergraduate, college credit course in Black History is being taught at Fifth Naval District Headquarters in Norfolk, Va. The course, which began on 25 March, is sponsored by the district's commandant, Rear Admiral J. O. Cobb, and is coordinated by the Consolidated Civilian Personnel Office, Training Branch and the predominantly black Norfolk State College.

Carrying three semester hours credit, the after-hours course aims at developing better understanding and harmony among Americans by increasing their awareness of the part that all Americans have played in the making of the nation.

By emphasizing the historical role of the American Negro—which is generally omitted from schoolbooks—the series hopes to contribute to easing present tensions and crises. Stress is given to the major forces and developments that shaped the national destiny and the lives of black and white Americans; events involving groups and individuals are considered within the total context of the historical period of which they are a part.

This course—first of its kind to be established in the Tidewater area—has attracted a large and diverse enrollment of blacks, whites, military, civilians, men and women. Other courses of this kind are scheduled beginning with the fall semester.

ate School in Monterey. His degree program calls for 35 quarter-hours of graduate courses and a thesis topic for the school's oceanography department.

Since graduating from Officer Candidate School in 1962, Walton has served aboard antisubmarine warfare ships and minesweepers engaged in operations where a knowledge of oceanography has many direct applications. He reported to postgraduate school from the minesweeper *uss Engage* (MSO 433), in which he was executive officer.

"We get courses directly related to antisubmarine warfare here at PG school," he said.

Walton is hopeful that his next assignment will be a command or staff position with the same type of ships to which he has been previously assigned. He's convinced that postgraduate education will help him do his job better, and that his new subspecialty will pay off in future advancement opportunities.

**T**HE NAVY HAS NAMED A DESTROYER ESCORT in honor of Jesse L. Brown, the first black naval aviator. The keel for the ship, DE-1089, was laid at Westwego, La., earlier this year (see *ALL HANDS*, June 1971.)

This is the third Navy ship to be named after a black American. The other two were named after Mess Attendant 3rd Class Leonard L. Harmon, who died at Guadalcanal in 1942—he won the Navy Cross at Pearl Harbor—and George Washington Carver, the well known agricultural scientist.

Ensign Jesse LeRoy Brown was the first black American naval officer to lose his life in combat in the Korean conflict. He was killed in action over Korea, 5 Dec 1950, and was posthumously awarded the Distinguished Flying Cross, Air Medal and Purple Heart.

*Jesse L. Brown* will be a *Knox* Class destroyer escort designed for locating and destroying enemy subs.

**E**NSIGN BROWN was born 13 Oct 1926 in Hattiesburg, Miss. He enlisted in the Naval Reserve in 1946 and accepted an appointment as a midshipman in the United States Navy in 1947.

He attended Navy Pre-flight school in Iowa and continued flight training at Pensacola and Jacksonville, Fla. In October 1948, Brown was designated a naval aviator.

With Fighter Squadron 32 on board the *uss Leyte* during the Korean conflict, Ensign Brown flew close support missions for the Marines near Chosin Reservoir, Korea. From October to December 1950, he flew 20 missions, earning the Air Medal.

The citation awarding Ensign Brown the Distinguished Flying Cross for his last mission praises him for "... pressing home numerous attacks on hostile troops moving to attack our forces, continuing his aggressive runs despite heavy opposition ... His plane was fatally struck by enemy fire" the citation continues, "... his exceptional courage, airmanship and devotion to duty in the face of great danger reflect the highest credit upon Ensign Brown and the United States Naval Service. He gallantly gave his life for his country."

*Note:—This report is one of a series. For earlier articles, see the issues of ALL HANDS referred to on these pages and look for more in future issues.*

# MCPOC: A NEW COMMUN

**A**T 23 FLEET, FORCE AND MAJOR commands throughout the Navy, competitive procedures have been underway during the last few months to select Master Chief Petty Officers of the Command (MCPOCs). The new program "... embodies all the values and ideas behind the entire Senior Enlisted Advisor concept," says Master Chief Petty Officer of the Navy John D. Whittet.

Basically, the new MCPOCs will become links in a reinforced chain of communications. They will replace the membership of the CPO Advisory Board, which was disestablished on 1 August.

In that capacity, they will have direct access to the Master Chief Petty Officer of the Navy, and will help advise the Chief of Naval Operations and other top Navy leaders on programs and policies of interest to enlisted Navy men and women. At the same time, the new MCPOCs will act as Senior Enlisted Advisors at their own commands.

Better communications between Navymen at all levels—that's what the new program is all about. In approving the program, Admiral Elmo R. Zumwalt, Jr., praised both MCPOC and SEA as "... a superb management and leadership tool to stimulate a meaningful dialogue among all levels of command and to enhance command sensitivity to the needs of all enlisted personnel."

As visible recognition of their jobs, the 23 MCPOCs and the MCPON are removing the specialty marks from their uniforms and replacing them with a gold star. The new MCPOC rating badge, with all gold stars, does not signify a higher rate than master chief petty officer—but an increased measure of responsibility. In addition, as Senior Enlisted Advisors to major commands, the new MCPOCs may also wear the recently authorized SEA badge, as may other senior enlisted men designated as Senior Enlisted Advisors by their commands.

Immediate plans to ensure open and active lines of communication through the MCPOCs include yearly conferences, hosted by the Commanders in Chief of the Atlantic and Pacific fleets, which all area MCPOCs and SEAs will attend. The Chief of Naval Operations has also encouraged the Commander in Chief of the Atlantic and Pacific Fleets; the Commander in Chief of U. S. Naval Forces, Europe; and the Commanders of the 1st, 2nd, 6th and 7th Fleets to bring their MCPOCs/SEAs along with them on periodic trips to Washington, so that MCPON Whittet may meet with them personally.

Most commands had announced their MCPOC selec-

tions by the time ALL HANDS went to press. Those that had not expect to complete selection procedures in the near future. The new MCPOCs, with their commands and mailing addresses, are:

## PACIFIC FLEET

MCPOC Francis DeMase, CINCPACFLT, FPO San Francisco 96610

## ATLANTIC FLEET

MCPOC Albert T. Johnson, CINCLANTFLT, Norfolk, Va. 23511

## U. S. NAVAL FORCES, EUROPE

MCPOC O. O. Henderson, CINCUSNAVEUR, FPO New York 09510

## NAVAL AIR FORCE, PACIFIC FLEET

MCPOC Lloyd E. Bair, COMNAVAIRPAC, NAS North Island, San Diego, Calif. 92135

## NAVAL AIR FORCE, ATLANTIC FLEET

Selectee not yet announced

## NAVAL AIR TRAINING COMMAND

MCPOC Lawrence R. Beckley, NAVAIRTRACOM, NAS Pensacola, Fla. 32508

## SUBMARINE FORCE, PACIFIC FLEET

MCPOC L. V. Denson, COMSUBPAC, FPO San Francisco 96601

## SUBMARINE FORCE, ATLANTIC FLEET

Selectee not yet announced

## AMPHIBIOUS FORCE, PACIFIC FLEET

Selectee not yet announced

## AMPHIBIOUS FORCE, ATLANTIC FLEET

MCPOC R. A. Dunham, COMPHIBLANT, Little Creek, Norfolk, Va. 23520

## CRUISER-DESTROYER FORCE, PACIFIC FLEET

Selectee not yet announced

## CRUISER-DESTROYER FORCE,

## ATLANTIC FLEET

MCPOC John A. Harrington, COMCRUDESANT, Newport, R. I. 02840

## MINE FORCES

Selectee not yet announced



# COMMUNICATIONS LINK

## SERVICE FORCE, PACIFIC FLEET

MCPOC Eugene A. Kennedy, COMSERVPAC, FPO San Francisco 96601

## SERVICE FORCE, ATLANTIC FLEET

Selectee not yet announced

## NAVAL COMMUNICATIONS COMMAND

Selectee not yet announced

## NAVAL SECURITY GROUP

MCPOC Clarence L. Schick, COMNAVSECGRU, Washington, D. C. 20390

## NAVAL TRAINING CENTER, ORLANDO

MCPOC Paul Jordan, NTC Orlando, Fla. 32818.

## NAVAL TRAINING CENTER, SAN DIEGO

MCPOC Bob Hoffman, NTC San Diego, Calif. 92133

## NAVAL TRAINING CENTER, GREAT LAKES

MCPOC James M. Moats, NTC Great Lakes, Ill. 60088

## SUPPLY

MCPOC John W. McIntosh, Naval Supply Systems Command, Washington, D. C. 20390

## MEDICAL

MCPOC Robert J. Swartout, Bureau of Medicine and Surgery, Washington, D. C. 20390

## SEABEES

MCPOC Omar K. Welborn, Naval Facilities Engineering Command, Washington, D. C. 20390

THE RECORDS OF THE NEW Master Chief Petty Officers of the Command speak for themselves. Here's a sampling of the experience and leadership abilities demonstrated by the senior enlisted men who are filling these important, new billets at major commands:

- Master Chief Albert T. Johnson, MCPOC for the Atlantic Fleet, has been CINCLANTFLT's Senior Enlisted Advisor since the SEA billet was established in 1969. From the first day, he has been on the go, traveling back and forth from his front office in Norfolk to commands along the East Coast, and beyond. In a little over a year, the 26-year Navy

veteran visited more than 80 ships and stations from Boston to the Panama Canal Zone, giving lectures and interviewing anyone who wanted to talk about the Navy.

"I'll listen to anyone who takes the time to see me," says Johnson. "Suggestions and complaints made to me in earnest will find their way to CINCLANTFLT's desk."

"I'd like to see senior petty officers taking a more personal interest in the role of the young first-termer," he says. "Life for the junior men in our fleet can be improved and morale boosted. Many changes are in the works and more will be coming."

"I want to urge the men in the Fleet who will not get a chance to talk with me personally to write my office at CINCLANTFLT."

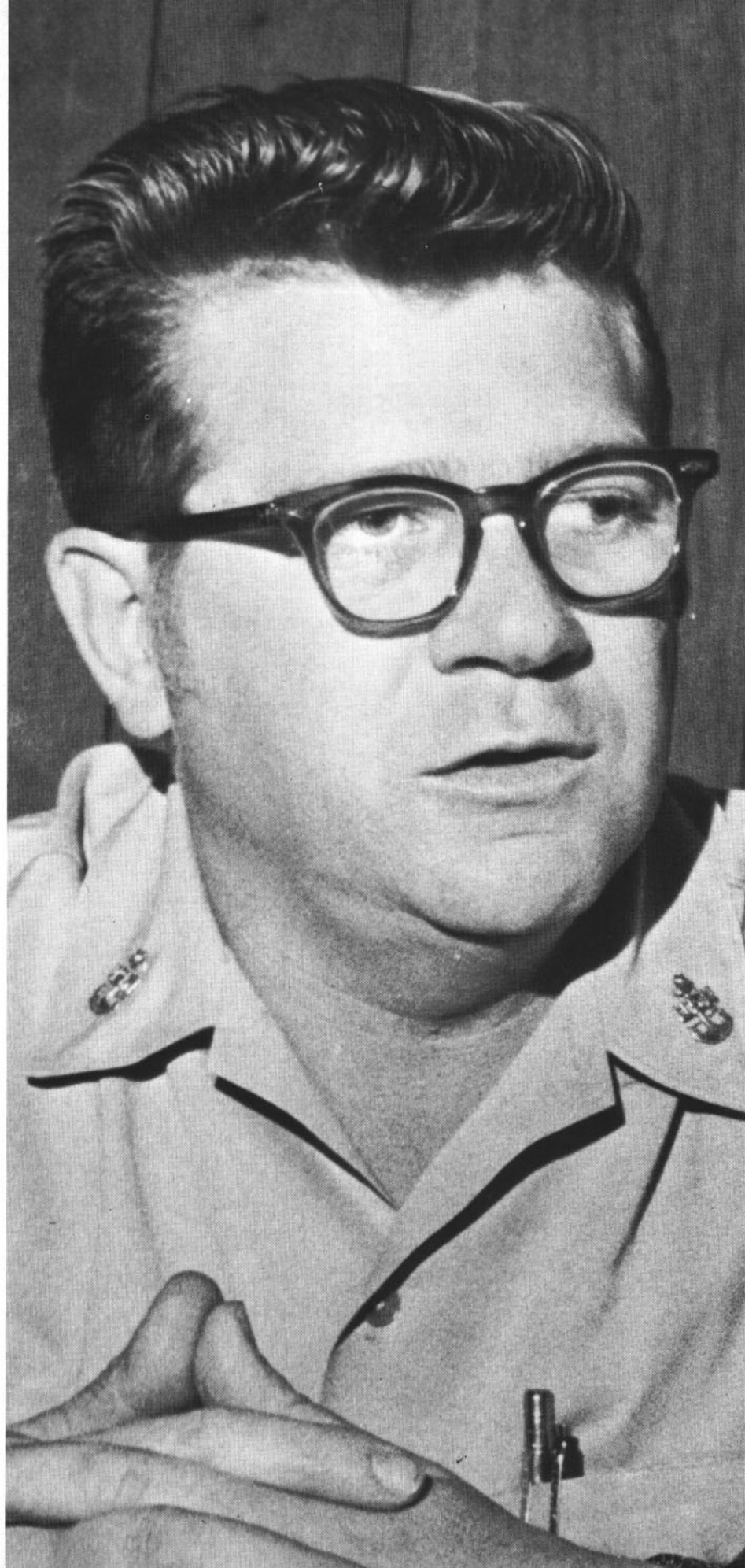
- Master Chief Clarence L. Schick, MCPOC for Naval Security Group, is reporting to his new duties from Naval Communications Station, Rota, Spain, where he served as operations supervisor and Senior Enlisted Advisor. Schick started his naval career in 1944 as a radioman aboard a PT boat tender. Discharged after World War II, he reenlisted when the Korean conflict began and converted to communications technician in 1956. Since then he's seen duty at NCS Adak, NCTC Imperial Beach/Pensacola, NSGA Hanza, NCS Honolulu and NSGA Marietta.

- Master Chief James M. Moats, new MCPOC for Naval Training Center Great Lakes, has served in three wars as a gunner's mate. He was attached to the Gunnery School at Great Lakes this spring, when he was selected to become the first Senior Enlisted Advisor for the training center. In that position, he has worked closely with the center commander on "people programs," accompanied his commander on inspections and official visits, and helped ensure the welfare of the 20,000 enlisted men and women attached to the center's various component commands.

- Master Chief Omar K. Welborn, MCPOC for enlisted Navymen in the Seabee ratings, served previously under Admiral Zumwalt as Senior Enlisted Representative for Commander, U. S. Naval Forces, Vietnam. He was the first Seabee to fill that billet. Entering the Navy in 1944, Welborn has drawn assignments on naval construction regimental staffs; on the COMNAVAIRPAC Manpower Validation Team at Atsugi, Japan; as a Seabee detailer in BuPers; and even aboard a destroyer before he volunteered for the Seabees. Before he reported to COMNAVFORV as Senior Enlisted Advisor, he was Operations Chief for Seabee Teams in the Republic of Vietnam. —JO2 J. Shields







# Senior Enlisted Advisor

## AFLOAT DLG 17

**A**S PART OF HIS CONTINUING EFFORT to make the Navy a better place in which to live and work, largely by emphasizing "people programs," Admiral Elmo R. Zumwalt Jr., Chief of Naval Operations, is strongly emphasizing the Senior Enlisted Advisor (SEA) Program. Although it has been in existence for several years, it is believed not all commands are deriving full benefit from the program.

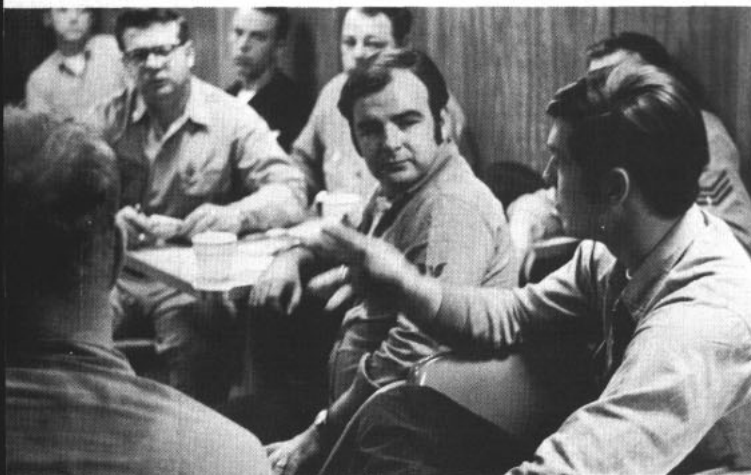
The program calls for each command in the Navy to designate one senior enlisted man to serve as a vehicle of communication between the junior enlisted man and the top command structure. His functions include, but are certainly not limited to, making recommendations to the command for improvement of the morale and welfare of enlisted personnel, pro-

viding advice and counsel to these men and their dependents and assisting the command in the area of internal communications.

One SEA who has been extremely successful in his endeavors is Senior Chief Boilerman Robert L. Benner of the Newport-based guided missile frigate *uss Harry E. Yarnell* (DLG 17). Benner is a veteran of 15 years of service. He has been *Yarnell's* SEA since shortly after reporting aboard last January.

**Y**ARNELL'S SKIPPER, Captain A. M. Bowen, Jr., says "Chief Benner is one of the most outstanding senior petty officers I have ever had anything to do with . . . and that includes a lot of people."

The duties of the advisor are many and varied. The



Above top: BTCS Robert L. Benner (wearing glasses), Senior Enlisted Advisor aboard the Newport-based guided missile frigate USS Harry E. Yarnell (DLG 17), listens as one of the ship's career counselors makes a point, while (bottom) Captain A. M. Bowen, Jr., CO of Yarnell, takes notes.

basic functions are set forth in the instruction, which Benner had a large part in preparing.

"When I took over there was nothing in writing, nor was there any format to go by; I got together with some of the other chiefs, the exec and the captain and we composed the instruction," said Benner. "As Senior Enlisted Advisor, I act as advisor to the commanding officer on all matters of concern to the enlisted men which need command consideration. I deal directly with the skipper, but I also work closely with the exec, Commander Noel H. Petree, Jr. I should point out here that the SEA certainly does not supersede or replace the formal chain of command. Rather, as a means of communication, he can complement the chain of command.

"I'm also president of the CPO Mess and president of the Striker Selection Board. I attend all *Yarnell* conferences to act as liaison between command and crew in areas of enlisted concern, and I work closely with the ship's career counselors."

Benner is also a permanent member of *Yarnell's* Career Motivation Council and he spends a great deal of time dealing directly with individuals in *Yarnell*. "I think my most effective means of communication is through direct personal contact, talking to small groups of people, not just in the engineering department, but everywhere."

**T**HE CHIEF must do all these things in addition to the many tasks and functions associated with being the senior boilerman aboard a ship with four 1200-psi boilers. When asked if his duties as Senior Enlisted Advisor ever conflict with his normal work, Benner said, "Yes, in some aspects — especially when we are working on a major engineering problem. I manage to do both, although I can't do it all in eight hours. I do my paperwork at home."

As mentioned, Benner frequently deals with individuals with specific problems. In one instance, recently, the wife of a young sailor became ill and, since she lived out of state and was isolated from military installations of any type, she and her husband did not know where to turn for assistance. The man was referred to Benner who in turn assisted him in gathering information on the CHAMPUS Program, which the man previously didn't know.

With the chief's help, the man's wife received proper medical attention.

Another young *Yarnell* sailor was interested in "brother duty"—being assigned to the same activity as his brother, who is also on active duty. The man didn't know how to go about requesting it—the restrictions on it—or even whether it was authorized. Benner was able to assist the man.

"One of my jobs is to act as a sort of information funnel. One of the biggest problems we have is that people often don't take full advantage of the privileges, services and benefits which are rightfully theirs, simply because they don't know they exist. I try to keep



abreast of new developments and programs in the Navy so I can keep our people informed.

"I work very closely with Master Chief Boilerman J. A. Harrington, Master Chief of the Atlantic Fleet's Cruiser-Destroyer Force. I also get a lot of information from *Cruiser-Destroyerman*—the monthly magazine of the Force, and from *ALL HANDS*.

"I make it a point to research these and other publications and to circulate the latest word."

**B**ENNER spends the majority of his time as SEA advising *Yarnell's* men of new policies and programs. Although he does help people with personal problems, he states, "I'm not *Yarnell's* chaplain, I'm always willing to listen to any man who needs help of a personal nature, but consoling him isn't my primary function."

When asked if he felt the whole concept of the senior advisor program and the motivation council was beneficial, Benner said, "It gives a better link between the enlisted man and the commanding officer. Before this came about, the fellow down there in the engine-room or fireroom looked at the wardroom as one entity and the captain as another.

"The captain was the man sitting over here with the scrambled eggs on his hat, separate from everybody else. The wardroom was accessible; the captain, by the very nature of his responsibilities, was not. Now, with the SEA program and the motivation council, the men know they have a direct link to the commanding officer and they can sit down and speak directly to the captain.

"Who would have imagined just a few years ago that a young seaman or fireman could sit at the table with the captain and tell him that the parking facilities for enlisted personnel in the pier area are unsatisfactory?"

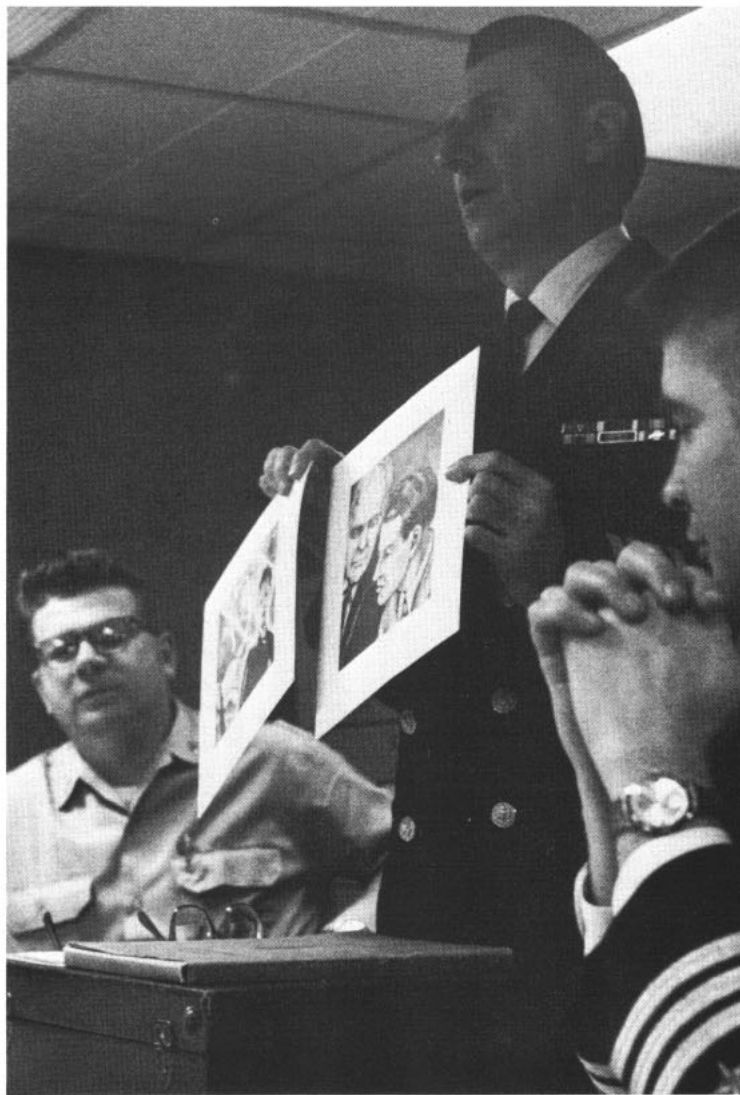
**C**APTAIN BOWEN agrees. "We had a closed-circuit TV system aboard recently as part of the Force's Project Awareness. One of the things we tried was a series of panel shows in which representative groups were selected from a ship's company. They got together, with a moderator, and discussed a wide variety of subjects. One of the things that came out of this was this business of layers of command.

"In the Navy you have a boss, your boss has a boss, and your boss's boss has a boss. The same hierarchy exists in civilian life, although it isn't quite as apparent. The net result of this is the feeling, on the part of the younger enlisted man especially, of isolation from the top of the command structure.

"The most important thing the Senior Enlisted Advisor Program has done is to allay this feeling that they are way down there and we are way up here. The men have a direct link, and they know they have a direct link, to me. This is the key."

—By LT R. Scott Cheyne

Photos by PH2 R. F. Holzhauser and R. E. Klein



BTCS Benner and Commander Noel H. Petree, Jr. (right) flank Captain John J. O'Connor, Cruiser-Destroyer Force Chaplain at a recent "Project Awareness" seminar aboard USS *Yarnell* (DLG 17). Chief Benner is the ship's Senior Enlisted Advisor, who is the bridge between the crew and the command structure.

# Senior Enlisted Advisor

# ASHORE



NAVAL

**M**ASTER CHIEF ROBERT H. DOBSON, Senior Enlisted Advisor at Naval Air Station, Miramar, Calif., has had an opportunity to build his position for the fullest benefit of the individual enlisted man at that command, and thus for the ultimate good of the Navy.

Dobson's former commanding officer, Captain Alfred W. Chandler, now self-help coordinator for the West Coast and Pacific, says, "Of course we've always had leading chiefs and I think they've done their jobs well. What we've done now is to expand their duties and responsibilities.

"A senior enlisted advisor has to be an innovator who questions practically every rule.

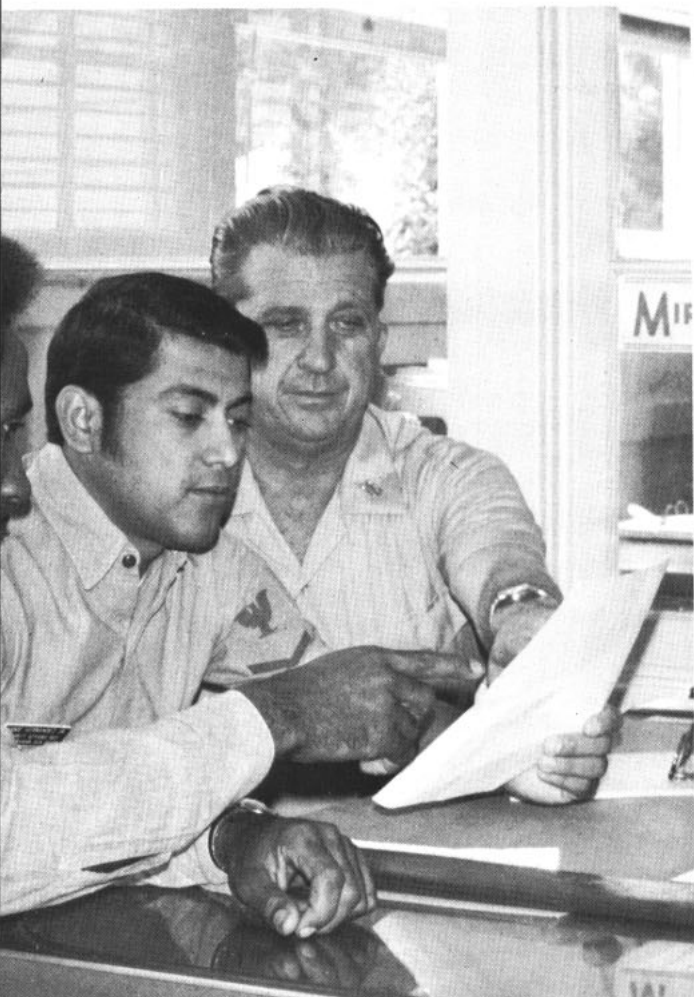
"He has to know why, so he can answer questions without resorting to, 'We've always done it that way.' He has to be somebody who can really look at the rules and, if they can't stand examination, he has to come up with a better way, not just complain."

Part of Senior Enlisted Advisor Dobson's job is leading a monthly meeting of CPOs who represent all departments and squadrons at the air station. The meeting gives Dobson a chance to spread the word on the latest developments and newest policies, both Navy-

wide and at the local command level. In turn, members of every division and squadron can voice their problems and complaints at the meeting through their representatives. The station's executive officer attends these monthly meetings to help answer questions and clarify command policies. Any matters that can't be resolved at this level are taken up with the captain or higher authority.

**D**OBSON IS ALSO A MEMBER of the Commander Fleet Air (COMFAIR) Advisory Council, which meets monthly with the commodore to take up any personnel questions that may affect the type command as a whole. He also works with Miramar's minority affairs committee.

But Dobson feels he is at his best when he is dealing directly with an individual, helping him out with a personal problem. He remarks that this isn't done simply in every case, nor do problems get solved just by giving an order. For Dobson to be effective, he must be in contact with all operations at NAS Miramar, with its home-based squadrons and its tenant activities. By consulting other enlisted advisors at



At left, Master Chief Robert H. Dobson (with paper) speaks with members of NAS Miramar Minority Affairs Council in his capacity as the station's Senior Enlisted Advisor. Below: He consults with CAPT Alfred Chandler, Jr., formerly CO of NAS Miramar, who, like the air station's current CO, CAPT George Kinnear, is extremely concerned with listening to problems and finding solutions.

## AIR STATION , MIRAMAR , CALIF.







other commands, he has on tap a wealth of information that he is constantly putting to use for the benefit of the individual Navyman.

Simple problems sometimes come to his attention. For instance, a 1st class boatswain's mate was ordered from Naval Hospital, San Diego, to NAS Miramar for convalescence because of a badly injured leg. He was living with his family in Imperial Beach and commuting to Miramar, even though he could barely drive a car and there was another naval activity near his home.

The BM1 brought the matter to Dobson's attention. He saw that EPDOPAC got all the facts in the case and within a short time the man received orders transferring him to the station near his home.

Sometimes Dobson can't solve a man's problems, but with his experience and contacts he can direct the

Above: Chief Dobson spends some time every day going over reports in his office. Working directly with people is more to his liking, however, and (below) he meets with Miramar's "Unit Recreation Committee."





Above: At the monthly LCPO/SEA meeting, Chief Dobson reports to CAPT Armistead B. Smith, Jr., Commander Fleet Air Miramar. Below: Dobson is seen presenting the Sailor of the Month Award to CS1 Norman Gilstrap.

man to the proper place to find a solution. Then there are always some problems that simply can't be solved to everyone's satisfaction. In these situations, a SEA can at least get a full explanation for the man.

**F**OR INSTANCE, a gunner's mate came by Dobson's office one day and said he had asked for duty in Jacksonville, Fla., but he was being transferred to Georgia instead. The man couldn't understand why he hadn't gotten orders to Jacksonville.

"I gave him the phone number of his detailer and told him it was better if he talked to Washington himself," Dobson relates. "He used our autovon line and got the straight word. Now he knows exactly why he didn't get orders to Jacksonville—there aren't any billets open for his rate in the area."

Senior Enlisted Advisor Dobson is a man of action. His motivation shows clearly when he says, "The only way to keep good sailors is to treat them like good sailors." That's exactly what he's trying to do.

—Story and Photos by Richard F. Haight





Mrs. Jeanette Squires and her husband PN1 Jim Squires, USN.



# WIFE

**I**T'S BEEN A BUSY YEAR for Navy wife Jeanette Squires. When her husband, PN1 Jim Squires, was assigned to the Republic of Vietnam, Jeanette and the two Squires children, Lucinda, 12 and Dondi, 8, returned to their home in Lansing, Mich., and Jeanette went to work for the community.

"It was my objective to prove to the Lansing area that military families want to be a working and contributing part of their community," Jeanette recalled.

She had considerable success. Through her efforts, military personnel in the Lansing area became leaders in a massive community effort to clean up 12 miles of riverbanks. Jeanette also became founding president of the Capitol City Junior Woman's Club in Lansing, and was host for the State International Affairs and Communications Chairmanships with the Michigan State Federation of Women's Clubs. She was selected Clubwoman of the Year. She became captain of the American Red Cross Emergency Room Volunteers, was an active member of the mid-Michigan Service Wives Clubs, and became public relations secretary to Lansing's mayor, Gerald Graves.

Meanwhile, she attended Lansing Community College and carried a 3.7 average in work toward a degree in business management. During the summer, she conducted swimming classes for children.

When PN1 Squires returned to the U. S., the family moved to Aurora, Colo., to be near Jim's new duty station at Lowry AFB. While still living in a motel awaiting permanent quarters, Jeanette answered a call for instructors to teach the retarded to swim. She next volunteered to coordinate military wives in assisting Aurora's United Fund Drive, became a member of the



Lowry NCO Wives Club, and joined the Adams Arapahoe County Federated Women's Clubs.

**C**OMMUNITY LEADERS in Aurora knew they had a "live one" in Jeanette Squires, and those who hadn't met her received an introduction through the local newspaper, such as this:

"Albert Carr once said, 'As long as the American people give their government something more than words, something of themselves, American democracy can grow and bear rich fruit.'

"The key word is give. While a resident in our community, Mrs. Squires did repeatedly give . . . she gave of time and effort to projects that were meaningful to the benefit of someone else."—(signed) Gerald Graves, Mayor of Lansing, Mich.

Of course, there are thousands of Navy wives who, like Jeanette Squires, make the Navy family and the Navy itself look good in the eyes of the community.

listed wives clubs, in community projects, or civic work, but eligibility for nomination is not limited to club members. Nominations may be made by any individual, club or group, and participation is strictly voluntary.

**A**FTER THE FIVE SERVICES had selected their leading ladies, judging for the title, Military Wife of the Year, was held in Washington, D. C. The General Federation of Women's Clubs coordinated the panel of distinguished American women who served as judges; the judges were: the late Hon. Dorothy Andrews Kabis, 33rd Treasurer of the United States; Hon. Perle Mesta, former U. S. Ambassador to Luxembourg; Mrs. Birch Bayh, Jr., wife of Senator Bayh from Indiana; Mrs. Betty Beale Graeber, a columnist for the Washington Star and Publishers-Hall Syndicate; and Mrs. Hugh Scott, wife of Senator Scott.

Selection of Jeanette as Military Wife of the Year

# OF THE YEAR

But only one each year wins the title, Navy Wife of the Year, and the honor this year belongs to Jeanette, who went on to be named Military Wife of the Year in competition with women representing the Army, Air Force, Marine Corps and Coast Guard.

**T**HIS IS THE FIRST TIME in the five-year history of the Military Wife of the Year competition that a Navy finalist has been the winner, and the first time ever for the wife of an enlisted man.

Five outstanding wives who have contributed the most to their military and civilian communities represent their respective services in annual competition for the title, Military Wife of the Year. The finalists this year were selected from among 1.4 million wives of American servicemen throughout the world. Each service conducted its own competition, with commands cooperating in formation of judging panels by presidents of local officer and enlisted wives clubs, ladies' professional groups and other civic associations.

In addition to Jeanette, the finalists were the wives of an Army chief warrant officer, a Coast Guard captain, an Air Force colonel and a Marine Corps lieutenant colonel. Their participation in community affairs had ranged from music therapy to drug information, and from people-to-people work to leadership of litter cleanup campaigns. All are mothers and all have worked professionally.

With DOD cooperation, a worldwide marketing firm produces the Military Wife of the Year competition.

The contest is aimed at honoring wives of active duty personnel who are active in their officer or en-

listed wives clubs, in community projects, or civic work, but eligibility for nomination is not limited to club members. Nominations may be made by any individual, club or group, and participation is strictly voluntary.

During her visit to the nation's capital, Jeanette met with Mrs. Nixon at the White House and attended social functions with members of Congress and the Cabinet, DOD officials and the Chiefs of Staff. She visited Capitol Hill and the Senate Armed Services Committee, and was honored at a luncheon attended by presidents of Military Wives Clubs, civilian patriotic organizations, and wives of DOD officials and Chiefs of Staff. She then began an extensive tour of military bases throughout the U. S. to meet with service wives and assist in community projects planning, and was a special guest at the annual convention of the General Federation of Women's Clubs in Pittsburgh. It was a hectic but enjoyable period.

**D**URING PRESS, radio and television interviews, Jeanette was asked if she had any advice for military wives. The All-Service Wife replied: "First, family unity is of the utmost importance; second, I recommend that wives have a community project and contribute something to the area in which they reside.

"The advantages of life in the military far outweigh any disadvantages. Military wives are a contributing part of society, and fortunately we can share our talents in so many different areas.

"It is important to be proud of your title—military wife—be the first to tell it."

—JOCS D. Kasperick

**T**HREE OTHER DIVERS AND I recently departed Guam for Ponape at the request of the U. S. High Commissioner, Trust Territory of the Pacific Islands. The other members were Chief Gunner's Mate J. Chubb, Chief Engineman R. Seitz and Boatswain's Mate 2nd Class R. Powers.

Our mission was to enlarge and deepen the existing ship channel into Ponape. Since Explosive Ordnance Disposal and Ship Repair Facilities personnel have worked well together in the past, it was decided to have EOD provide the expertise and SRF provide the diving support.

Two days were spent inspecting the explosives and making necessary logistic arrangements for blasting. In determining the size of the first blast, consideration was given to the surrounding area. The airport hut, gas tanks, a nearby village, and a buoy were all within 4000 yards of the blast area—a potential danger zone. It was decided to limit the first blast to a 40-pound charge, and study the results.

Two days after leaving Guam, we placed 40 pounds of explosives on the prime target, a tabletop reef located in the middle of the Ponape channel. This area was of particular concern to the Trust Territory since several ships had reportedly run aground there. The reef was situated 22 feet below the low waterline and measured 35 by 20 feet.

**T**HE RESULTS OF OUR FIRST BLAST were amazing! Seitz and I dove shortly afterwards and discovered that half of the reef was blown away. Chubb decided to try another charge immediately. Shortly after the second blast, we inspected the reef again to find most of it dispersed and the channel depth increased to 27 feet.

That evening, a conference was held to plan the events for the remainder of the week. Chubb convinced the local authorities that the plate glass windows of the airport building should be removed. There appeared to be very little chance of flying matter, but due to the size of the glass and the replacement problems involved, it was decided to play it safe by removing the windows.

The village, the airport hut, the buoy, and the gas tanks would be in no danger. The plan was to take the targets in order of priority and use as much explosive as necessary to achieve the desired result. The targets were: the center reef—increase the depth there from 22 to 30 feet; the turning basin—cut 30 feet off the reef and increase the depth accordingly; and increase the depth of the seaward reef from its five to 10 feet to a new depth of 30 feet.

The next day, Chubb decided to destroy the center reef and the turning basin reef.

With Seitz, Powers and myself doing the positioning and tying in, and Chubb doing the final inspection and ever-dangerous "capping in," we were able to blow a 750-pound mine on the center reef and five hose charges on the turning basin reef. We inspected the area and found that we now had 34 feet of depth and a white-tip shark where the reef had been.

# DIVING AIDS TRUST



# NAVY TERRITORY

The turning basin reef was another story. We had managed to cut 30 feet off the reef, but the depth in one area was still only 10 feet.

The third day found us back in the "Mike" boat with one 750-pound mine destined for the turning basin.

**D**URING OUR PRE-INSPECTION DIVE, Powers and I wandered onto another reef about four feet across in only 15 feet of water—right in the channel. How vessels kept from hitting this pinnacle is a mystery. We rigged this new and unexpected target with a 40-pound sack charge.

The results of the morning blasting were excellent. We now had the desired results at the turning basin, and we had also leveled the pinnacle to 33 feet. That afternoon we rigged five 750-pound mines on our final target—the large seaward reef. About 1500, the weather turned bad, and we had to secure operations for the day.

Returning the next day, a Thursday, we rode the Mike boat out to the seaward reef, hoping this would be the final day of blasting. During our dives we had run into six or seven lone white-tips, so we had Powers standing guard with a shark stick while Seitz and I "tied in."

I handed the ends of the cord to Chubb and Seitz and got out of the way.

Chubb capped in, rigged, lit the fuse, then encased the firing end into a plastic bag to better ensure detonation. He then drove his boat to a safe distance and waited.

**W**HEN THE SHOT WENT OFF, the spray reached over 400 feet into the air. Before the water had stopped churning, the area was alive with native boys in outboards scurrying to retrieve fish killed in the blast.

After the activity subsided, we found that we still had a lot of work left. The seaward reef was reduced in size from 70 to 20 yards, but the depth was only 15 feet. Three more mines, five 500-pound bombs, two hose charges, 150 pounds of sack charges and C-4 were rigged on the remaining portion of the reef.

This time the desired results were obtained—30 feet minimum depth at low tide.

The blasts again brought the native fishermen, and this time we joined them. We collected a sackful of fish and treated our local hosts to a fish fry.

Five days after the start of the blasting expedition began we packed our gear and flew back to Guam, content with the knowledge of a "job well done."

Later, Paul L. Winsor, director of transportation and communications for the Trust Territories on Saipan, M. I., commended the group of divers and stated that their efforts greatly improved shipping in Trust Territory waters. He said, "Ships are now transiting the channel without experiencing the earlier 'touching-bottom' difficulties."

—By LCDR R. A. Bornholdt,  
SRF Diving Officer



**T**HE CABLES HAD BECOME A MESS after Pacific storms off Kauai had tangled them back in 1970. After months of work by Navy divers, however, the cable spaghetti had been untangled and placed in good order. Recently, a diving team from Point Mugu's Pacific Missile Range went below to see how the cables had survived this past winter's storms.

They were gratified at what they found.

When, in 1970, a team from the Navy Missile Center first saw the destruction, the picture had by no means been encouraging. Violent wave action had scrambled about 40 cables leading to hydrophones, the range's underwater listening devices, about 60 feet below the surface.

The damage had been discovered during a routine post-winter inspection and corrective measures were clearly in order. Postponement through another winter's storms could result in permanent loss of underwater installations off Kauai.

Experts from Port Hueneme's Naval Civil Engineering Laboratory evaluated the damage, then verified

strain limits on sample cable lengths in a laboratory testing program ashore.

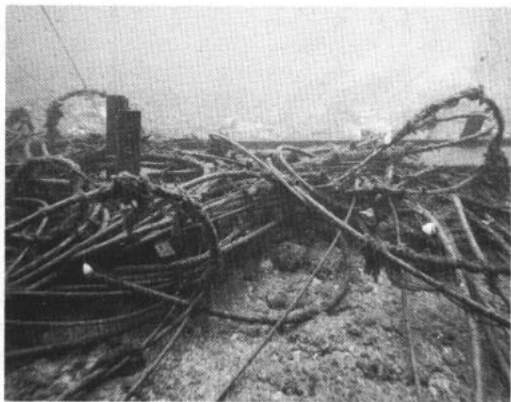
The damage had been done about a mile offshore where the cables from the underwater range converge on a junction box and then go to a shore installation. The cables extend to hydrophones as far as 15 miles offshore, and to a depth of 6000 feet.

**A**FTER MONTHS OF WORK, corrective measures were determined and a call went out for divers to make the repairs. They came from far and near—Gulfport, Guam, Pearl Harbor, San Diego and Port Hueneme.

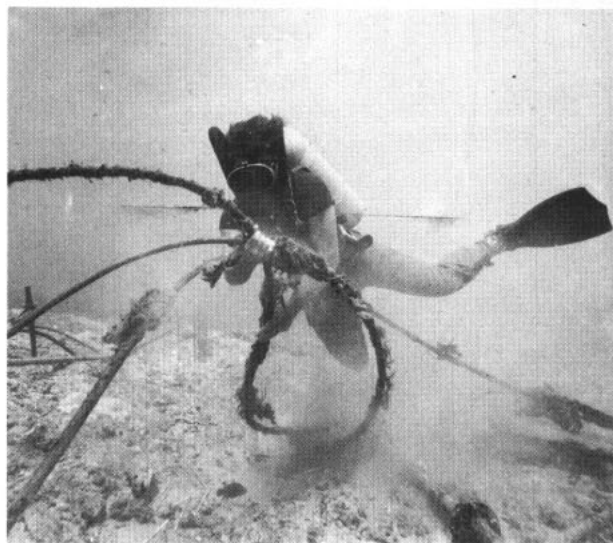
While antisubmarine training exercises were taking place on the surface above and below the underwater range, divers and technicians, backed by range surface craft, went to work on the job, which lasted more than three months.

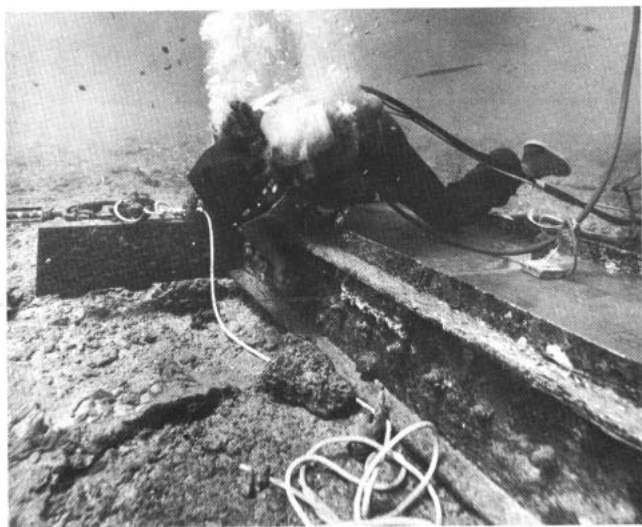
Underwater repairs were both difficult and dangerous. It was, therefore, necessary to monitor the work

## NAVY MISSILE CENTER

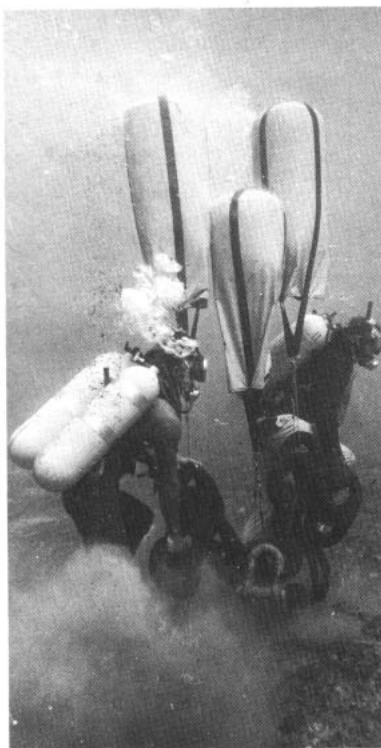


Left: The mess left in the wake of a Pacific storm. Below left: A diver returns to the deck of USS Butternut (AN 9). Below: Straightening out a twist in the hydrophone cable.





Above: Holes for bolting on corrosion-inhibiting zinc anodes are drilled in the junction box. Right: Lift bags aid in carrying anchor chain. Below right: Project completed.



## DIVERS REPAIR CABLES

through underwater television linked to *uss Butternut* (AN 9).

Every foot of the cable was inspected. Where the cables had ruptured, the wires which protruded were again covered with armor. Fortunately none of the cables was broken.

After preliminary repairs, the job of untangling the cables began. During this work, electrical characteristics were continuously monitored to ensure that no break occurred while the cables were being moved.

In the depth at which the cables lay, divers could work only one out of 24 hours, but after their stint below, they moved to the surface to work aboard a tender or ashore.

The first job to be done underwater consisted of separating and tagging the respective cables. Each was traced with flagging tape which identified it throughout the tangle.

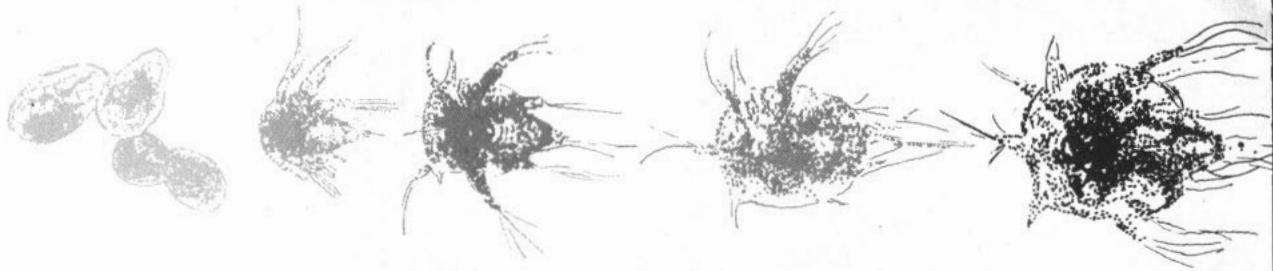
Whenever possible, each cable was freed as the divers tagged it. The job required the same patience

as that exercised by a man who attempts to remove the backlash from a fishing reel.

**W**HEN THE CABLES WERE SEPARATED, the entire network was anchored with about 30 tons of heavy chain and concrete blocks. The difficult job of moving and placing heavy chain, blocks and cables on the bottom was made easier by using inflated lift bags.

A 10-link section of anchor chain was used to moor the cables to the bottom and the chain, in turn, was moored to two 2500-pound cement blocks shackled together to form a 5000-pound anchor at each end of the three-inch chain.

The divers worked in teams of two to four or more, depending on the job immediately at hand. By the time the work was finished, they had logged 700 hours on the bottom without an accident of any kind. This was considered remarkable not only because of the nature of the work but also because the cable area was alive with moray eels and sharks.



# BARNACLE BILL THE

**"B**ARNACLE BILL THE SAILOR" is really two people—Giacomo L. Liberatore and Stanley M. Finger. They're scientists at the Naval Ship Research and Development Laboratory in Annapolis, Md., and barnacles have been the subject of their study for years—and there's still much, much more study ahead.

Why is the study of barnacles important to a modern Navy?

From the time man first went to sea he has been plagued by the accumulation of barnacles on the underwater surface of his craft. Barnacles cause deterioration of the surface to which they cling and, eventually, they provide such drag that fuel costs soar. With their attachment to the hull, the ship's

proW can no longer slice cleanly through the water.

Furthermore, cleaning barnacles from a ship is no small task, for they exude a protein glue that is fantastically effective even in salt water. So tenacious is this glue-like excretion that the American Dental Society has been a prime backer of research to analyze the substance, with the ultimate aim of using a similar adhesive to repair human teeth.

**T**HE ANNAPOLIS TEAM has worked with the four main species of barnacles, but much of the research is done with *balanus eburneus*, the most common type.

The study undertaken by scientists Liberatore and Finger has many tangents: why do barnacles seek a slimy surface; how can below-water surfaces of ships be kept free of slime; and how can the basics of underwater slime—bacteria, fungi, and algae—be controlled? So far, no paint effectively eliminates slime without proving to be toxic to various forms of marine life.

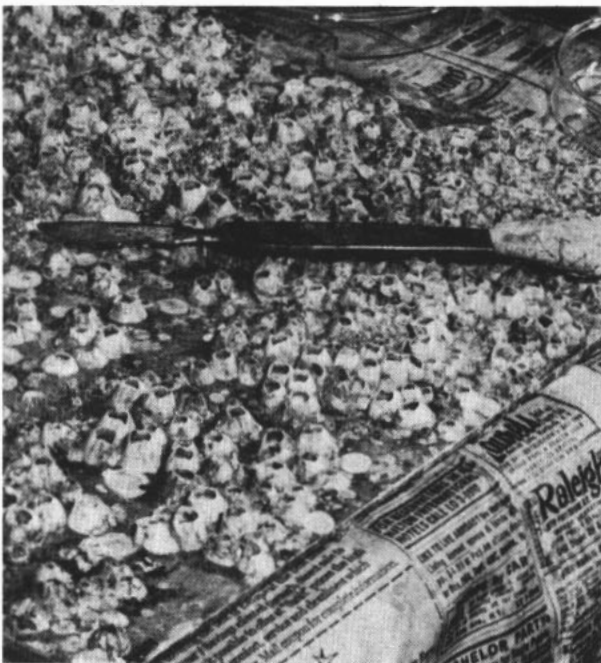
"We're searching for a clear organometallic paint which will kill the slime, and which can also be painted over the underwater optical surfaces," Liberatore said.

Do these small organisms warrant such concern? Perhaps the best illustration is: each barnacle can be male or female at different times of its life, and at mating, a minimum of 500 eggs are fertilized at one time, all of which usually hatch. Obviously, the human population explosion pales by comparison, although the mortality rate for "baby barnacles" is high because of adult cannibalism.

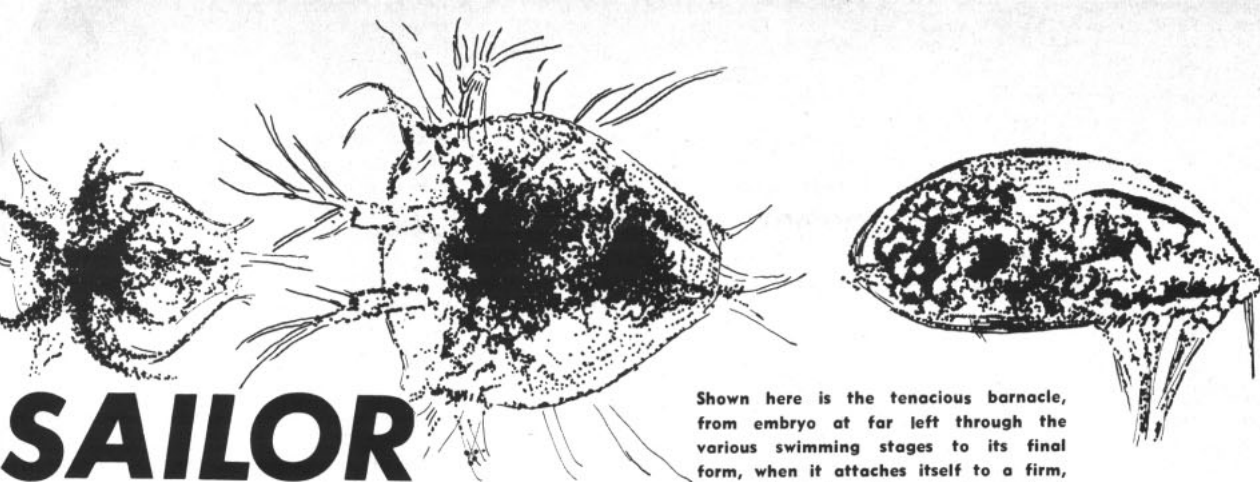
The embryos, lodged in gelatinous sacs on either side of the adult barnacle, hang like "bunches of grapes." At this stage they are known as lamellae. They hatch approximately one month later, swimming from their embryonic location.

At hatching, each is less than 200 microns in length, barely visible to the naked eye. The young barnacle then begins the first of seven swimming stages. Because it is sensitive to light, it swims jerkily and non-directionally. No food is needed to sustain life until the third stage is reached.

Below: Just arrived from Florida is a shipment of barnacles on an aluminum plate.







# SAILOR

Shown here is the tenacious barnacle, from embryo at far left through the various swimming stages to its final form, when it attaches itself to a firm, hard object, hopefully not the hull of your ship.

**A**S WITH MOST YOUNG, the baby barnacle is highly susceptible to infections and mortality is great during the third to fourth, and sixth to final stages. In each stage—one through six—the embryo doubles in size and sheds its skin in the growing process.

One interesting discovery is that the mortality rate of barnacles between the third and fourth stages can be somewhat controlled by carefully washing them in clean water. In the lab, a "Rube Goldberg" net strainer is attached to one end of a heavy-duty, paper drinking cup and here the tiny specks receive a bath which enables the careful documentation of the barnacle's life on to the cyprid stage. Before the washing process, much study time was lost because of specimen deaths in the early stage, causing the study to begin all over again.

Between stages six and seven, a change occurs which alters the entire organism. Two antennae are grown and used for locomotion, a tail develops and the bivalve, with its concave shape, brings about an active circular swimming pattern.

Light-colored spots appear on the body and slowly, but very surely, it begins to sink to the bottom! Some experts believe the spots are an oil substance which sustains life. The barnacle has reached its do-or-die stage, for unless it attaches to something within two days, it will perish. This pre-adult barnacle is known as a cyprid. Desperately it flails its feelers in search of a suitable resting place—its first choice is a rough, slimy surface covering a firm, hard object, with fairly good light intensity. Is it any wonder that a ship's hull is a barnacle's prime choice?

**F**INDING AN ACCEPTABLE SURFACE, the barnacle places one feeler after the other in a walking motion, moving slowly along, exuding small amounts of "glue." Then, one feeler is no longer capable of forward motion and remains in place—and the barnacle has found its home, which may very well be the shell of another barnacle, since they prefer to cluster.

Soon its outer covering opens, is loosed, and slips away—this is called decortification. A totally different outer surface develops and a new, extremely hard

shell of calcium carbonate forms. It is this hard, clustered material that produces the ship's fouling problems.

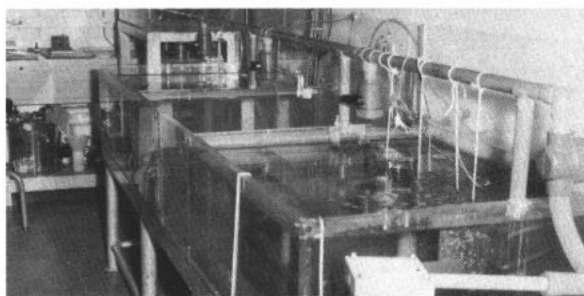
Scientists Liberatore and Finger have come to know the barnacle's habits and its role in the ecology. It is not their desire to deplete the species, so they are attempting a different method of preventing the problems which barnacles create.

To Liberatore and Finger, the lowly barnacle is not just the nuisance it is to most boating enthusiasts. It is a fascinating creature for whom they have great respect—and for whom they desire a home other than the hulls of the Navy's ships and subs!

—LaVaughn B. Goss

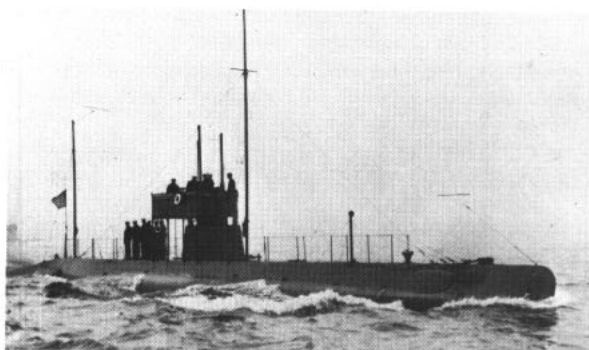


Above: Standing next to their portable research laboratory, Stan Finger and Jack Liberatore (left to right), inspect aluminum panels on which they "harvest" Chesapeake Bay barnacles. Below: The aquaria in which barnacles are grown and experiments conducted.



# THE ANCIENT SUBMARINER Still Going Strong

He joined the Navy in 1900  
He recently sailed in a nuclear submarine



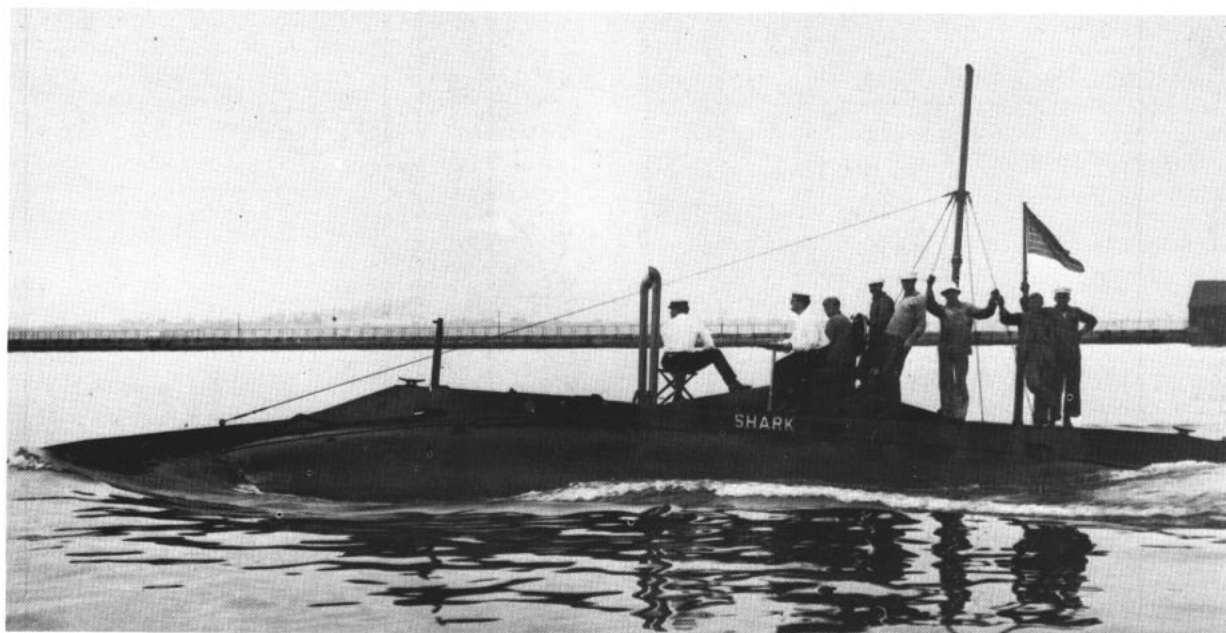
**W**HEN WILLIAM "RING" BENNETT was 91 years old, he still had a severe case of Navy fever and sought to cure it by visiting the U. S. Naval Submarine Base at Groton, Conn.

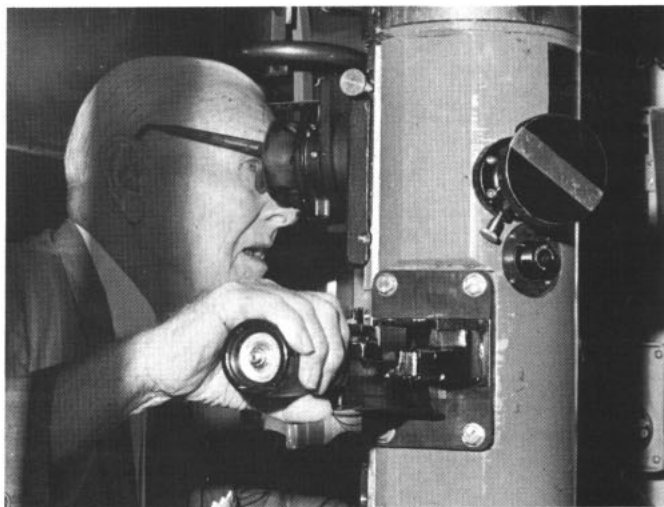
He first contracted the fever in 1900 when he joined the Navy. In 1906, he was assigned to his first submarine, *uss Shark* (A 7). He served in submarines until 1926 and, thinking his Navy fever was cured, retired in 1932.

The fever, however, recurred in 1942 and, to cure it, Ring Bennett felt constrained to reenlist at the age of 62 to serve throughout World War II. In 1946, he left the Navy as a warrant officer with 36 years of active service. He now lives in Hamden, Conn.

When Mr. Bennett felt his latest attack of Navy fever coming on, he figured the best thing he could do was visit the nearby U. S. Naval Submarine Base at Groton, Conn. When he arrived he went aboard the fast attack submarine *uss Billfish* (SSN 676) and visited the Submarine School Diving Trainer and Attack Center. While he was aboard *Billfish*, he got the feel of the sub's helm and also peered through the periscope.

After some reminiscences about the days when submarines didn't have such things, he toured the Submarine Force Museum where he recognized photo-



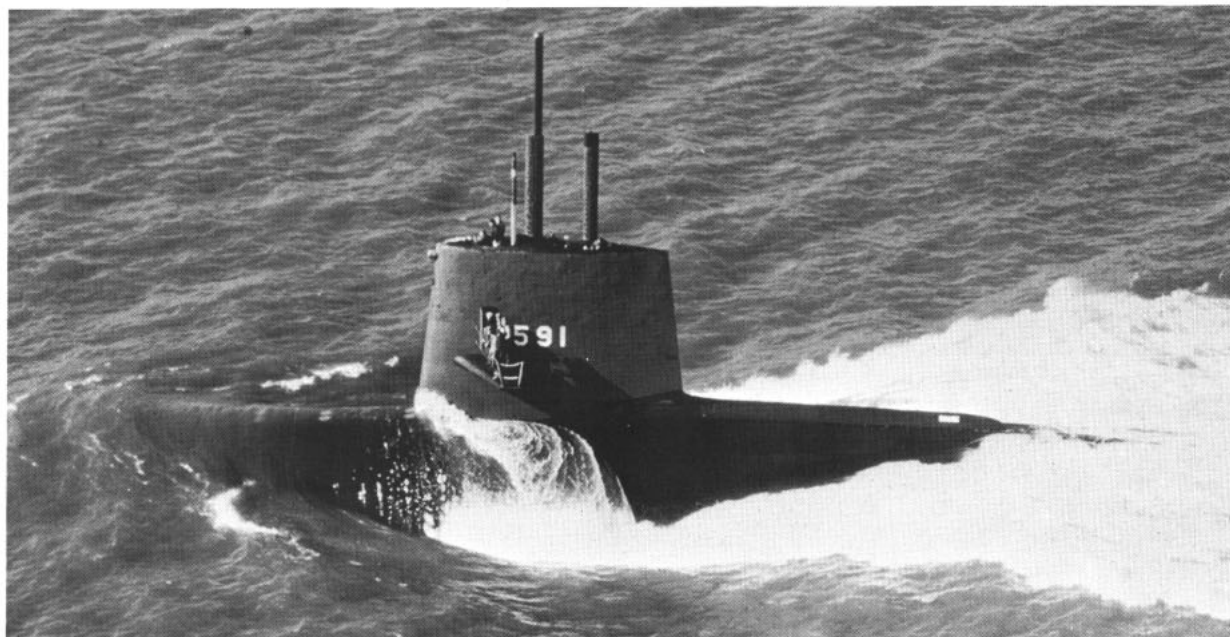


graphic likenesses of erstwhile shipmates with whom he served 71 years ago aboard *Shark*.

All in all, it was a satisfactory day for ex-Navyman Bennett. For Groton's latter day submariners who have grown accustomed to nuclear power, his visit provided an interesting look into their service's past with someone who was there.

—Story and photos (on this page) by JO2 Bill Martin

Three submarines from William Bennett's first period of active duty (1900-1932) are seen on the opposite page: SS 1, *Holland* (top), SS 24 *Skipjack* (middle), and SS 8 *Shark* (formerly A 7). Recently Mr. Bennett visited a modern sub base at Groton, Conn., at the age of 91 and was given a tour of the fast attack submarine *Billfish* (SSN 676) seen in the top three pictures on this page. Below is the present USS *Shark* (SSN 591), named after Mr. Bennett's first assigned sub, USS *Shark* (A 7), seen at left.





## ● NEW AGE LIMIT FOR NESEP

The minimum age limit for the Navy Enlisted Scientific Education Program (NESEP) has been eliminated and the upper age limit has been raised to include applicants who are under 25 on 1 July of the calendar year in which they're selected for enrollment.

NESEP is a college training program for outstanding petty officers on active duty which normally leads to a commission and a career as an unrestricted line officer. It is an uninterrupted, 4-year maximum, college education program which includes summer sessions and leads to a baccalaureate degree in engineering, science or mathematics. Prior to commissioning, NESEP students receive approximately 10 weeks of officer candidate indoctrination at Newport.

Applications for 1972 NESEP enrollment must reach BuPers no later than 1 Oct 71. If you feel you're qualified and would like to apply, see your Career Counselor immediately.

## ● FITNESS REPORTS TO INCLUDE EQUAL OPPORTUNITY LEADERSHIP

Instructions for preparing officer fitness reports are being revised to include a requirement for comment on the equal opportunity aspects of leadership displayed by officers being evaluated. Equal opportunity for all Navy people, regardless of sex, religion, race, color, minority group or national origin, is Navy policy and effective leadership is the means for ensuring that this policy is carried out. Accordingly, this factor will be specifically addressed in the comments section of the officer fitness report.

## ● Z-GRAM 93: CNO ASSESSES "PEOPLE PROGRAMS"

During the last year, a concerted effort has been made to attract and retain more high-quality people in the Navy by putting people first. In Z-gram 93, Admiral Zumwalt discusses some of the actions which have been taken and their effect on the Navy as a whole. Below are excerpts from that Z-gram:

"A cursory review of the programs as a whole reveals that they provide benefits to all Navymen regardless of career status. No one segment of the Navy is held above any other, nor is any age group more important to our success than another. Without the invaluable professional competence of our career officer and enlisted leadership the Navy could not survive as an effective fighting force. Similarly, without the enthusiasm and hard work of our junior people we could not operate, nor would we have a future.

"In assessing the results of our programs I am pleased to report that substantial gains have been made in recruiting, retention, and the growth of career satisfaction.

"The basic objective of our people programs is to instill at all levels an attitude which clearly recognizes the dignity and worth of each individual and creates an environment in which every officer and enlisted man will be treated with respect and accorded the trust, confidence and recog-

## TIDES AND CURRENTS

### A Message to the Fleet from the Chief of Naval Personnel



VADM D. H. GUINN

**B**ECAUSE OF the singular importance of people, the Bureau of Naval Personnel, through its Personnel Research Division, conducts research studies and analyses which contribute to improvements in the selection, classification, training, assignment, distribution and motivation of Naval personnel. The Navy Personnel Survey Program

was established in 1964 to provide a communication link from the man in the fleet directly to Navy management. This program gathers information on the attitudes and opinions of officers and enlisted men toward a variety of topics of interest to the Navy directorate.

The personnel surveys give the Navy man an opportunity to freely express his views, which are kept in confidence, and to sound off on various subjects which affect his welfare and motivation. Thus, the personnel survey becomes a vehicle for reflecting the collective voice of Navy people. The resultant information is used by Navy managers at all levels up to CNO and the Secretary of the Navy in evaluating current and proposed plans, policies and procedures. It is a vital link in the total information chain that is considered by management in reaching sound personnel decisions.

These decisions invariably affect every Navy man, including those of you who have participated in a survey. Therefore, despite the occasional inconvenience to both individuals and commands, it is essential that, if invited to participate in such a survey, you do so not only out of loyalty to the Navy but also out of concern for your own interests. You become a representative of all people in the Navy who think and feel the way you do. When you fail to complete a survey questionnaire or return it too late, you are being unfair to a large segment of your group. Without your vote, decisions may be made on the basis of information which does not truly reflect the feelings of the officers and men of the Navy.

In recent months there have been an unusually large number of personnel surveys conducted by the Naval Personnel Research and Development Laboratory, Washington, D. C., and the Naval Personnel and Training Research Laboratory, San Diego, California, both field activities of the Personnel Research Division. To all the people and commands who have participated and assisted in these efforts go my deep appreciation and my earnest request for continued cooperation in the future. With everyone responding to a survey quickly and candidly, we can help to make the Navy a better place in which to live.

nition each human being wants and deserves. This is not incompatible with the concept of disciplined military life, but rather an important part of enlightened, sensible military leadership.

"A basic tenet is that with respect and confidence goes a commensurate degree of responsibility. While a large majority has recognized and adhered to this axiom, a few have tuned out the responsibility part and sought only the privilege. This small minority has caused some anxiety, both within and outside the Navy, that changes signify relaxations which inevitably will lead to a mass breakdown in discipline. I do not accept this view, but neither do I intend to permit an undisciplined few to deprive the majority of the privileges and benefits of our new programs.

"We are working on a broad front to build on the attractive features of our Navy and to improve wherever we can. As the all-volunteer Navy draws closer and austerity continues to reduce our funding, it will be increasingly necessary that each individual shoulder a larger portion of the job of keeping our Navy the finest in the world. This will in the future,







## ● OUTPATIENTS ELIGIBLE FOR COMMUTED RATIONS

Navymen attached to naval hospitals for rehabilitation who are living at home are now eligible to receive commuted rations. The new policy, as outlined in NavOp Z-97, applies to those patients who are required to spend only a few hours each week at the hospital and who otherwise would be authorized to live off-station.

This does not affect patients who spend most of the day at the hospital and are granted normal liberty at night. These people will continue taking their meals in the hospital mess.

## ● YNCM MONTGOMERY NAMED MCPO FOR RESERVES

YNCM Warren R. Montgomery is now the Master Chief Petty Officer of the Naval Reserve (MCPONR). As MCPONR he serves as the Senior Enlisted Advisor to Rear Admiral Edwin M. Rosenberg, USN, Commander Naval Reserve Training, Omaha. His job includes advising the Commander on matters concerning enlisted men and their dependents in the Naval Reserve, and coordinating inspections of Reserve activities throughout the 50 states.

## ● ELIGIBILITY FOR NAVY FEDERAL CREDIT UNIONS

Many Navymen save regularly through credit unions, one of the largest of which is the Navy Federal Credit Union (NFCU). NFCU is chartered to serve all Navy officers and officer candidates on active duty, and NROTC students in their final year of college, according to NFCU President RADM K. L. Lee.

"In order for enlisted Navymen and civilian employees of the Department of the Navy to be eligible to join NFCU," he explains, "they must be assigned duty in the Washington, D. C., Philadelphia, Pa., or Roosevelt Roads, P. R., area; in a foreign country or in a ship homeported in a foreign country; or with a Fleet unit deployed overseas and using Exchange facilities ashore in a foreign country."

Those who are not eligible for NFCU might check other credit union service at their commands.

## ● OPERATION DEEP FREEZE

Wintering-over in the Antarctic offers an incomparable adventure, and several more tangible benefits -- eligibility for the 10 per cent Savings Deposit Program and the Program for Afloat College Education (PACE), the Antarctic Service Medal, choice of next duty station, and 60 days' leave after wintering-over. Navymen in many designators and rates are needed for the Antarctic Support Activities Detachment Alfa party.

To receive full consideration, your application must reach CHNAV-PERS no later than 15 October, when the majority of selections will be made. This is the opportunity you may have been looking for -- check BuPers Notice 1300 (23 Jun 71) for the complete information.

# On the Subject of DRUGS

**Navy establishes a program of exemption, on a one-time basis, for the "voluntary disclosure of drug use or possession incident to such use."**

*"It is the policy of the Department of the Navy to eliminate drug abuse by the use of all methods that prove effective in combating this problem. One primary method is to encourage disclosure of drug use and possession incident to such use through a program of Exemption. Members of the naval service who make voluntary disclosures of such activities will, under the terms of this Instruction, be granted Exemption from*

*disciplinary action and from discharge under other than honorable conditions. Disclosures will enable the drug abuser to obtain needed medical and psychiatric treatment, counseling, spiritual and moral guidance, and other rehabilitation, if such is feasible. Such disclosures also alert command to take appropriate personnel and rehabilitation measures designed to ensure that drug abuse does not adversely affect the command's operational capabilities. Under no circumstances will this program be used to develop 'informers' for the purpose of obtaining information that should be sought instead through normal investigative procedures."*

**—John H. Chafee  
Secretary of the Navy**

**T**HE FOREGOING STATEMENT is contained in SecNav Instruction 6710.2 which was issued on 9 Jul 1971, as reported in ALL HANDS last month (August 1971, p. 43).

The drug exemption program as announced in the directive was the subject of Z-gram 94 by the Chief of Naval Operations, Admiral Elmo R. Zumwalt, Jr. Because of the importance of this subject, the CNO statement is reproduced below:

**T**HE PURPOSE OF THIS PROGRAM is to enable a drug user or possessor to obtain needed medical and other rehabilitative help without the fear of disciplinary action under the UCMJ or separation from the service with a discharge under other than honorable conditions.

Exemption from these actions under the terms of SecNav Instruction 6710.2 means that a drug user or possessor who qualifies for the program will be exempt from disciplinary action and discharge under other than honorable conditions for drug usage and possession for the purpose of personal usage that he discloses.

It does not preclude modifications of security clearance, duty assignment, flight status or other personnel or administrative action determined necessary by appropriate authority. However, commands are encouraged to initiate restoration of such clearance and assignment to the individual when his rehabilitation progress and other conditions will permit.

**M**AJOR POINTS and instructions for this program are as follows:

- Each command shall designate in writing one or more "exemption representatives" for their command. The following personnel shall not be so designated: chaplains, medical officers, legal officers, naval investigative service personnel, discipline officers, masters-at-arms, or personnel whose primary responsibility is the detection and investigation of criminal offenses. Exemption representatives must have the necessary interest, maturity, responsibility, and verbal skills. They may be officers or qualified petty officers.

- Exemption will be granted for the illegal use or

possession incident to such use of controlled substances as defined in Article 1270 of U. S. Navy Regs., 1948. It extends only as far as the disclosures of the individual are concerned. Exemption will not be granted for drug-related or drug-induced offenses or for the sale or transfer of drugs. Exemption is not dependent upon the number of previous usages nor the degree of involvement of the user.

- Exemption affects only non-judicial punishment, court-martial action and separation with an undesirable discharge.

- Exemption can be granted only once. If an individual, subsequent to obtaining exemption, again engages in the illegal use or incident possession of drugs, he may not obtain exemption for such activities under the terms of SecNav Instruction 6710.2. However, cognizant commanders should make their determinations as to the extent of disciplinary action, if any, to be taken on the basis of such activities with a view toward effectuating the purposes of the exemption program. Thus, if it appears that an individual who has obtained exemption is making significant progress in a rehabilitation program, commanders should carefully consider this fact in determining what action to take on the basis of the drug violations subsequent to the grant of exemption.

- In order to qualify for exemption, disclosures must be made to a specified exemption representative.

- The exemption representative, prior to any voluntary disclosure, shall fully advise a member seeking exemption of the scope and limitations of this program.

- Upon disclosure, and demonstrated sincerity in seeking help, the member shall be granted exemption in accordance with the procedures of SecNav Instruction 6710.2. Exemption, once granted, is irrevocable. A member must declare his intention to cooperate fully in his own rehabilitation, and this shall constitute sufficient evidence of his sincerity for the purpose of qualifying for exemption.

- Exemption applies only to disclosures which are voluntary. This means disclosures must be made prior to apprehension or warning under Art. 31, UCMH, for the offense in question. This program is not, repeat not, to be used as a program for the development of informers, and applicants for exemption are not required to identify other drug abusers as a condition for obtaining exemption. However, if in an exemption disclosure other military personnel are named for use or possession of drugs for personal use or if identified in an approved testing program, these members shall be informed by their command that they have been identified for such drug use or possession and shall be warned of their right to counsel. Such identified personnel whose named drug involvement is limited to their own personal use or possession incident to such use shall be informed that they may apply for exemption within 24 hours. If they apply within 24 hours they will be considered to have met the test of voluntariness.

**D**ISCLOSURES made in seeking exemption are not privileged in that they may be used for purposes other than non-judicial punishment, court-martial action, or separation of the applicant with an undesirable discharge.

Regardless of whether or not a Navyman has applied for exemption from disciplinary action or undesirable discharge, it is the policy of the Navy that all Navyman will be given assistance in overcoming drug abuse problems. Detailed administrative procedures for handling these cases will be promulgated in the near future by BuPers. However, in general the policy will be as follows:

- **Hard narcotics and dangerous drugs.** The Navy Drug Rehabilitation Center has been established at NAS Miramar primarily for the treatment and rehabilitation of individual abusers of hard narcotics and dangerous drugs, and it is anticipated that a similar center will soon be established on the east coast. It is anticipated that these centers will be utilized as follows:

1. Individuals who are found to be abusing the aforementioned drugs will first be referred to the nearest local medical facility for consultation to determine whether or not the individual is drug dependent. If the individual is found to be drug dependent, he will be "transferred for treatment" to nearest naval hospital for detoxification and/or treatment incident to transfer to the Miramar (or east coast) drug rehabilitation center.

2. If the determination is made that the individual is not drug dependent, every effort should be made to rehabilitate him at the local level.

3. However, all personnel discovered to be users of the aforementioned drugs who are intended to be discharged within 30 days must be processed through the Miramar (or east coast) drug rehabilitation center, unless they are determined by medical opinion to be experimenters only, and have an excellent prognosis for remaining off drugs.

- **Other drug substances (marijuana, hashish, etc.).** Those individuals who are identified as having drug abuse problems with drug substances such as marijuana or hashish should initially be counseled and treated at the local command level, or a locally established drug control center.

I am very personally concerned that we make every effort to prevent any further spread of drug involvement in the Navy and at the same time assist those shipmates who unfortunately have already become involved. To assist you, the Chief of Naval Personnel has developed a five-point program that we will promulgate by separate message. With the cooperation and support of all hands, this exemption program can provide assistance to those individuals who are sincere in seeking help.

—Admiral E. R. Zumwalt, Jr., USN  
Chief of Naval Operations



## from the desk of the Master Chief Petty Officer of the Navy

### "Getting It All Together"



MCPON JOHN D. WHITTET

AS INDIVIDUALS, within the Navy, we are capable of different life styles. We are capable of a wide range and varying degrees of thought. We are a people with diverse interests and beliefs. We represent many generations and many philosophies. We are individuals at a time when our Navy is making history for its vigorous defense of individuality. Most of us are happy. A few of us are unhappy.

In view of the many differences we have as individuals and the changes that are occurring in our political climate, it often seems that we are not together. However, much as individuals have to "get it all together," the Navy, too, must get together or "get it all together."

While the heritage of our freedom allows and encourages individual freedom of behavior and a diversity of views, it nevertheless requires that we act in community for the protection of our traditional way of life.

Each of us must come to an understanding of why we are serving in the Armed Forces of the United States or of why we as individuals are acting collectively. We must look beyond the war in Vietnam, the new uniform and any other specific differences of opinion or philosophy that we may have as individuals. Whatever our differences, our survival as a free people is at stake.

LET'S THINK seriously of how we go about the business of protecting our freedom. Historically, freedom is the product of capable communal action and shared purpose. Unavoidably, we are children of the past as well as parents to the future. Accordingly, our experience has shown us time and time again that a free people must be a strong people.

At least for the time being, our national freedom must ultimately rely upon military force, or more commonly, on the threat to use such strength. When the chips are down and the alternatives are exhausted we must have the capacity to defend our way of life. It is then, among other things, the threat of violence that "deters" or protects us from the reality of large-scale death, misery, destruction and oppressive captivity.

In this respect, we are children of history as we have no proven or reliable alternative. However, in a larger and perhaps more important sense, we can be creative about our future history. We can outgrow our childhood because we can influence if not control the element of purpose. We can limit the destructiveness of our power by the constructiveness of our purpose. In this context,

### Budget Store Opens

Where can you buy quality merchandise at a lower price than the Navy Exchange offers? Nowhere—well, almost nowhere.

Navy families at NAS Jacksonville have been buying items at prices that are hard to believe. The exchange there was selected by the Navy Resale System Office in Brooklyn, N. Y., as the pilot area for a new Budget Store program for economy-minded patrons.

The Budget Store, which has been in operation since 23 April at the NAS hospital exchange,

sells American-made, top quality merchandise at prices lower than outside or regular Navy Exchange prices. Retail price goals for the wide variety of items available in the Budget Store are normally 25 to 50 per cent less than original prices at the main exchange store.

In selecting the merchandise to be offered, procurement teams concentrated on "job lots" of first quality merchandise, featuring brand labels of national popularity. Irregulars are not considered.

To the shopper, the Budget Store is similar to a "bargain basement" with merchandise displayed on plain tables and simple racks, with signs stating explicit feature value. As in other exchanges the

we can see that strength and purpose are vitally involved with our freedom, our individuality and, eventually, to a world of ordered, tolerant and peaceful international relationships.

As a nation, our tradition is an unusual historical display of a relatively unselfish, enlarged and constructive sense of purpose. Our heritage of destructive potential and constructive purpose is our most reliable combination for the defense of freedom and the establishment of accommodating relationships between nations.

**B**Y CONTRAST, totalitarian states afford little opportunity for our precious notions of freedom and an eventual world of tolerant and accommodating international relationships. Almost without exception, the historical tradition of totalitarian governments is one of intolerant behavior, fear, anxiety and repression of individuality. It is appropriate and understandable then, that we seek, as we have always sought, to protect our way of life from repressive totalitarian rule.

Nevertheless, some of us seem to be confused and disoriented. Some of us even seem to be disenchanted about our freedom and the price that we pay for it. Such disgruntlement has reached the point of much doubt, confusion, perversion and even violence itself. Some of us seem unwilling to pay the price that our freedom demands of us.

We must temper our disgruntlement with responsibility, through the recognition of historical necessity. We cannot look accurately at our priceless heritage of freedom and individuality and say that it is the product of comfort and ease. Nor can we reasonably hope that our liberties will continue to appear on our national horizon as bread appears and continues to reappear on the dinner table of a child. As men we must understand the provision of our freedom much as the breadwinner

realizes why the bread is on his family's table and how it got there. It should be observable if not obvious to us that freedom will continue to have a price and that the price is worth the paying.

**A**CCORDINGLY, we ask ourselves to become involved in the task of preserving freedom. By doing so we ask ourselves to become producers as well as consumers of freedom. Specifically, we ask ourselves to "Go Navy" or "Ship over." The preservation of our way of living is the central purpose of our Navy. This is the most important reason for our serving in the Armed Forces of the United States. This is our traditional contribution to the peace, the justice and the freedom that people everywhere desire.

Therefore, I ask that we "get it all together." That we rally around this noble purpose with our hearts and minds. Much as our forefathers knew, we have little choice but to comply with the demands of our philosophy of liberty and individuality. There is no substitute for spirited and knowledgeable young men and women who can "man the billets" that are so necessary to our way of life.

This tradition of service is the only guarantee that free people (individuals) have. Without this service, without sacrifice, there is no guarantee of freedom.

How could we expect to reap if we refused to sow? Without the traditional sacrifice of service, without the ability and the willingness to act together in uniformity, we have little hope of living a life of individuality and freedom of thought.

It follows then that the quality of our service, the authenticity of our sacrifice, are an important test of our judgment.

It is a test of our maturity. Ultimately, it is a test of our very way of life . . . Think about it . . . Let's get together.

same "Satisfaction Guaranteed or Your Money Cheerfully Refunded" policy applies to this store.

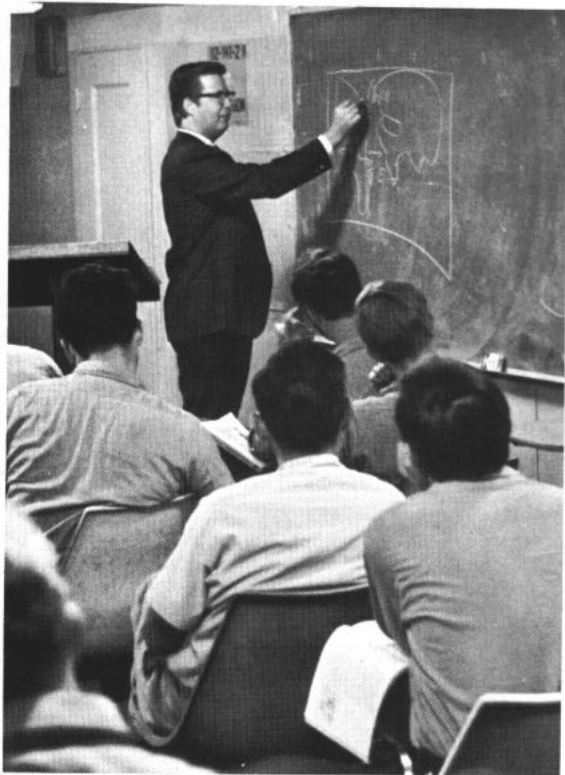
## Experience Pays Off

A Navy warrant officer without a college degree will begin study toward a master's degree this fall at Purdue University. The self-made Navyman is Chief Warrant Officer (W-2) John R. Lucas, presently director of Electronics Technician Class "C" School at Service Schools Command, Naval Training Center, Great Lakes.

BuPers officials say that, to their knowledge,

Lucas is the first Navyman without a college degree who has been accepted by a university and approved for advanced study under the Navy's Scholarship Program. He was chosen in part because of his extensive Fleet experience, his proven ability to communicate skills and attitudes effectively, and his Graduate Records Examination scores. He will undertake a one-year curriculum in graduate education and industrial psychology, leading to a Master of Science degree.

In his scholarship proposal, Lucas stressed the need for well qualified people to help integrate Navywide training and evaluation into a single, unified training command. The proposal paid off.



# PACE Prof

**W**HEN THE ATTACK AIRCRAFT CARRIER USS *Saratoga* (CVA 60) deploys, crewmen enrolled in the Navy's Program for Afloat College Education (PACE) can't go to the university—so the university comes to them instead.

This summer, Jacksonville University was represented by Dr. Sam H. Frank, associate dean of faculties, who was also the PACE instructor aboard *Saratoga*.

Dr. Frank is a history professor at the university. Jacksonville contracts with the Bureau of Naval Personnel to offer PACE courses to Mayport-based ships. The courses are usually started by instructors on

**F**OR THE PAST 15 YEARS, eligible Navymen have been granted early releases to attend college. But did you know BuPers Manual, Art. 3850220.4, extends the early-out program to those who are accepted at vocational or technical schools as well? The latter policy has been in effect for over a year.

Basically, the rules governing early release for trade school are the same as those for college early outs: you may be separated from active duty up to three months early in order to begin a full-time course of study at an accredited school, if an early release is necessary for you to start your class on time.

When you're considering whether to apply for an early out to attend school, keep this in mind: if you receive it, you will not be eligible for any other early-out program — such as the across-the-board three-month early releases that have been granted in recent months.

But if you decide that this program offers you the best chance to further your education, here are the rules.

**Y**OU MAY REQUEST separation up to three months early — within the limits outlined in the next paragraph — to begin or resume your education full-time at a college, university, or vocational or technical school.

In most cases, your requested date of separation must be not more than 10 days before the class convening date set by the school. However, if you want

## Navy Has Early Release Accepted at Vocational

to move your family to a location near the school, or if you are returning from a deployment or an overseas duty station, you may be separated up to 30 days before the class begins.

For example, if your present EAOS (Expiration of Active Obligated Service) is 29 October, and you have been accepted for a school term beginning on 15 September, you may be released as early as 5 September. Or if you must move your family or are returning from overseas, you may be separated as early as 15 August.

However, three months is the absolute maximum. If your EAOS is 1 December, for instance, you may not be released earlier than 1 September, even if you're moving your family or returning from overseas.

Your EAOS is defined as the regular date on which you are eligible for release to inactive duty — not the advanced separation date established by some other early-out program. If you have extended your enlistment for advancement, you may be eligible for early release — but no more than three months before your EAOS as extended.

**B**EFORE YOUR REQUEST for early release can be granted, you must demonstrate ability and willing-



board ships in home port, continued by study and by film lectures when they deploy, and completed when the ship returns from deployment.

But for several months J. U. has tried sending its PACE prof along with crewmen when they go to sea. *Saratoga* was the first Mayport-based ship to take one along.

Dr. Frank's tour aboard *Saratoga* lasted from 7 June—when the ship left Mayport for a Mediterranean deployment—until the end of July. During this time he taught two history courses and an economics course to *Sara's* students.

**T**HE PRESENCE of an instructor is an advantage for Navy men enrolled in college courses since—according to a basic tenet of educational philosophy—the learning process is more effective when there's an interaction between student and teacher.

This feedback allows the instructor to gauge the student's reaction, shift his approach to the subject or clear up difficult points: Two-way flow in the learning process is vital. As Dr. Frank put it, "The instructor can't pump it out like fuel from a tanker."

During the full run of courses the *Saratoga* student doesn't spend as much time in the classroom as his civilian counterpart. This limited time element combines with physical factors to make teaching at sea slightly more difficult than on land.

**A**NOTHER FACTOR, according to Dr. Frank, is that "many people aboard *Sara* hadn't been in college before so you must take a different tack—the same degree of careful preparation that goes into a freshman class."

Whether PACE courses are taken during a cruise or when a ship returns to its home port, they open the door to a further college education. The credits earned can be applied at major schools, including J. U.

PACE creates an interest in higher education that might not materialize after a man is separated from the service. And, according to Dr. Frank, many students who are accepted for PACE courses can later gain entrance to a university which might not have accepted them on the strength of their high school grades.

*Saratoga's* current professor earned his B. A. and M. A. degrees from Florida State University and received his Ph.D. from the University of Florida. He's been an academic dean for four years and has contributed to books on military history. Teaching on a carrier adds another chapter to his career and, incidentally, offers the fringe benefit of a trip to the Mediterranean area.

"Seeing the Med was more incentive for coming," he admitted, "since I'm a tourist at heart."

—By JO2 Brian N. Apelt

## Program for Personnel or Technical Schools

ness to pay whatever entrance fee is required by the school you plan to attend, if you haven't paid it already. You must also prove that the specific school term for which you are requesting an early out is "academically the most opportune time" for you to begin or resume your education, and that delay of your enrollment until a later term would handicap your education.

In addition, you must provide documentary evidence of all the following facts on your status and on the school you plan to attend:

For college or university — acceptance for enrollment in a specific school term (giving the registration and convening dates); enrollment in a full-time course leading to an associate's, bachelor's or higher degree; and the listing, or approval for listing, of the institution in Part 3 of the *Educational Directory* published by the Department of Health, Education and Welfare. (If you need a copy of the directory, it may be obtained from the Superintendent of Documents, U. S. Government Printing Office, Washington, D. C. 20402.) Summer terms are acceptable for this program, as are terms during the regular school year.

For technical or vocational school — acceptance for enrollment beginning with a specific school term

in a full-time course lasting at least three months (correspondence courses are not acceptable); registration and class convening dates for the school term; and the approval of the school by one of the proper agencies — a state board for vocational education, or one of the nationally recognized accrediting agencies or associations listed by the U. S. Commissioner of Education, Department of Health, Education and Welfare.

**I**N EITHER CASE, your CO must determine that you meet the requirements for an honorable discharge, that your performance is good enough to deserve early separation, and that your loss will not hurt the operational readiness of the command.

You will not be eligible for an early out to attend school if:

- You have a Reserve obligation remaining and you have not completed 21 months' active duty in your current term of service.

- You are on active duty for training for a period of four to 10 months.

- Your services are considered essential to the mission of your command.

- You were ordered to active duty because of unsatisfactory participation in your Reserve assignment.

But if you qualify, the Navy will help you further your education. That includes an early out if you need one. Check with your personnel office.

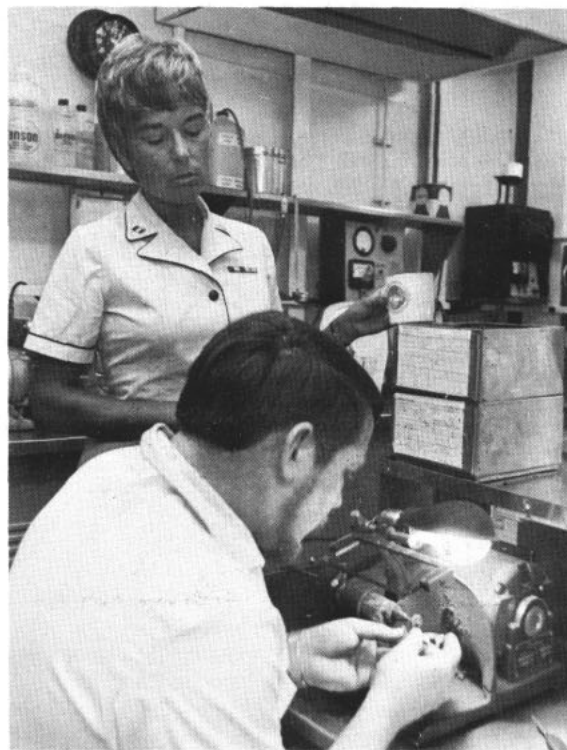
# it's a pleasure to see the dentist

**O**NLY A FEW LADY DENTISTS have ever served with the U. S. armed forces. At present, the sole female dental officer on active duty is Lieutenant Helen Paulus, DC, USN, who early this year served on board the hospital ship *USS Sanctuary* off Vietnam.

Dr. Paulus received a commission in the Naval Reserve in 1963. Two years later, she enrolled in the Dental Ensign program at New York University and earned a doctorate in dentistry. She also has a master's degree in finance and a bachelor of science degree in chemistry. She interned at Kings County Hospital in Brooklyn, N. Y., as an oral surgeon. She augmented into the Regular Navy and was assigned to the Naval Dental Center in San Diego for two years' duty.

In February 1971, Lieutenant Paulus received orders to *Sanctuary*.

"I joined the Navy to travel, and I certainly am



doing that. How many female dentists can say they have served in Vietnam?"

However, Lieutenant Paulus' sea duty as one of three Navy dental officers aboard *Sanctuary* was short-lived; the ship returned to the United States in June for deactivation and LT Paulus was reassigned to the Naval Hospital in Jacksonville. While it lasted, she

## Crewmen Aboard Smaller Ships Are Drilled by 'Flying' Dentist

**C**OMMANDER JOHN F. LESSIG, who treats nearly 5000 men of *USS Ranger* in Southeast Asia, may be the Navy's only flying dentist.

He gives up his own free time to leave *Ranger* and visit the smaller ships which accompany the aircraft carrier in its combat missions off Vietnam. Dr. Lessig has been making these rounds for the last year and a half, whenever *Ranger* has been at sea.

On a typical tour the dental officer packs his gear into a little black bag, climbs into a helicopter, and leaves the flight deck of the giant aircraft carrier.

From inside the copter, the Navy officer, and the dental technician who accompanies him, spot their destination — a ship which is still only a tiny speck in the deep, blue waters of the Tonkin Gulf. The ship, Dr. Lessig suspects, is laden with Navymen who probably haven't seen a dentist for quite a while.

Soon, the helicopter is hovering above the fantail

of the destroyer. Dr. Lessig and his technician are lowered to the deck of the vessel by harness cable.

While aboard, the commander reviews all the dental files and brings them up to date, setting aside the folders belonging to men who need a thorough checkup. In this way, the doctor eliminates the initial visit to a dentist when the ship reaches dental facilities in port.

CDR Lessig also does some minor dental work during his visits. Navymen who need major emergency work are transferred to *Ranger*, which has complete facilities.

The visits have helped destroyer sailors, most of whom seem anxious to see a dentist.

Before leaving each ship CDR Lessig usually manages an informal chat with the ship's commanding officer during which the CO is briefed concerning the dental condition of his men.

Then Dr. Lessig and his technician are cabled back into the helicopter which chops its way toward another waiting ship.



Facing page: LT Helen Paulus watches as DT2 Gerald Cox works on a partial plate for one of her patients. Above: Doctor Paulus receives a photo-mailer from SH1 Richmond Johnson, the Ship's Store manager. Right: Doctor Paulus works on one of her patients, Dean Baker.

found the sea duty to be an interesting and gratifying challenge as she worked with men brought to *Sanctuary* from the combat zone.

"But it wasn't all work," she said of her shipboard assignment. "I probably made more trips to the ship's store for film than anyone else on board."

LT Paulus is an avid picture-taker and camera club member and, as can be seen in the pictures on this page, the 5'-6" honey-blond is herself a pleasant subject to view through a camera.

—Story and Photos by PH1 Bob Swan



## Guaranteed Duty Assignments Studied As Second-Term Reenlistment Incentive

**A** PILOT PROGRAM is being conducted by the Chief of Naval Personnel to evaluate the effect of guaranteed duty assignment, as a second-term reenlistment incentive, on reenlistment rates.

The pilot study is restricted to Navymen in the Interior Communications Electrician (IC) and Lithographer (LI) ratings. Results obtained from these two groups will give the Navy a basis for the decision either to drop or expand the program.

Navymen in the IC and LI ratings who are serving on their second enlistment contract or a second enlistment contract as extended are eligible if they:

- Are willing to reenlist for four or more years.
- Have served a minimum of one year on board their present duty station prior to transfer under the provisions of this program.
- Are PO2 or above.
- Are recommended by their CO for reenlistment and for the duty assignment option selected.

• Are fully qualified in accordance with Chapter VI of the *Enlisted Transfer Manual* if overseas shore duty is requested.

A list of the options available to eligible Navymen can be found in BuPersNote 1133 (14 May 71). Requests must be submitted through your commanding officer to the Chief of Naval Personnel.

## Center Hosts 5000 Baltimore Youths Taking Part in 1971 'Camp Concern'

**F**OR NINE WEEKS this summer, the Naval Training Center at Bainbridge, Md., played host to about 5000 youths from Baltimore's inner city neighborhoods who took part in this year's Camp Concern.

Training Center volunteers conducted basketball and wrestling clinics several days a week for boys, and knitting instructions were offered for the girls. Representatives of the Training Center's medical and dental departments gave campers lectures on health and oral hygiene.

(Continued next page)



The boys and girls were picked up each day within the Baltimore Model Cities area and transported by bus to Bainbridge, returning to Baltimore each evening. Noon and evening meals were served at Bainbridge.

Camp Concern has been a yearly event for inner city Baltimore young people since 1968. The Maryland Department of Social Services furnishes the money for the program, which is administered by the city's Bureau of Parks and Recreation.

While at Bainbridge, the campers have the use of the U. S. Naval Training Center's indoor and outdoor recreational facilities which include a large indoor swimming pool, movie theater and drill hall.

### There's Something for Nearly Everyone in Awards Ceremony Aboard USS Conyngham

THERE SEEMED TO BE SOMETHING for everyone as the crew of USS *Conyngham* (DDG 17) gathered on pier 5 alongside their ship in the yards at Norfolk. The skipper, Commander Richard C. Berry, called the ceremony to present 22 men with awards of Navy Achievement Medals, letters of commendation, and reenlistment and advancement certificates. For everyone else there was a pat on the back for a job well done during a long deployment with the Sixth Fleet.

Navy Achievement Medals were awarded to:

- Lieutenant Paul D. Ross, engineering officer, for having maintained the engineering readiness of the ship at peak efficiency during the entire cruise despite manpower shortages.

- Lieutenant (jg) John H. McRoskey, ASW officer, for research in connection with a study of convergence zone phenomena.

- Lieutenant (jg) Eugene M. Procopio, assistant gunnery officer, for having kept *Conyngham* gun systems in high readiness although faced with a shortage of technicians.

- BTCM James L. Waterfield, who saw to it that breakdowns in the engineering plant were quickly corrected and that boiler readiness was maintained throughout the deployment.

Letters of Commendation from Commander Sixth Fleet were presented to:

- CSC O. D. Andrey, who at the beginning of the deployment faced a critical shortage of experienced commissarymen. Chief Andrey initiated a training program which resulted in an abundance of good food and good food service personnel.

- RM1 Sidney C. Von Tersch and FTG1 Joseph L. Puls, for handling their own jobs with skill and resourcefulness while training others and also making recommendations which resulted in improved ship-board procedures.

The *Conyngham* ceremony also included three reenlistments; two advancements to PO3; one advancement to SCPO; one to MCPO; four good conduct awards; one letter of recognition; two letters of appreciation; and designation of one man as Distinguished Officer Candidate School graduate.

## NAVY AIR TRAFFIC THE TRAVELER



A dependent (above) gets help from ATCO with travel plans while (below) close interservice contact is maintained.



NAVYMEN AND FAMILIES ON THE MOVE know that their best friend at a strange airport can be the Navy air traffic coordinator (ATCO) assigned to each terminal which handles MAC traffic. He is the man who provides coordination for military travelers and airlines, answers questions about space-available travel or lost baggage, and can even steer you towards a good place to eat and sleep.

Considering the number of Navymen and dependents who use MAC air transportation (virtually all military families traveling overseas move by air), duty as Navy ATCO is a big job. For example, at Kadena Air Base, Okinawa, seven Navymen rotate on watch to maintain constant control over the ATCO desk. The men on duty are much like their civilian counterparts in a commercial air terminal who assign passengers to available seats. But the duty is complicated when air accommodations must be found quickly for men on emergency leave, TAD assignments or other short-notice priorities.

The ATCO deals primarily with "paying" customers

## IC COORDINATOR ITAL LINK



Lost baggage (above) gets special attention. Computer listings (below) match passengers with available seats.



—those who have travel orders. But since he is the only link between the passenger and the airline contracted for MAC service, he answers hundreds of questions daily for passengers with problems regarding baggage, local accommodations and transportation, and other matters of concern to the military traveler. In most cases, passengers in distress can be referred to other departments and agencies in the terminal.

A Single Passenger Reservation Service introduced last October has helped the ATCO smooth the flow of passenger traffic. PN1 Ralph Carlson of the Kadena staff tells how it works: "In essence, every seat on a passenger flight should be assigned the name of a traveler. Reservations are taken up to 15 days before a scheduled flight, and then remaining seats are pooled at the passenger reservation center for use on a first-come, first-served basis.

"We work closely with ATCOs of the other services to see that available seats are used and that our military travelers get where they are going on time."

—JO1 James R. Grassman

## Making Copies Serves Useful Purpose — But In Some Cases It's Against the Law

IN THESE DAYS of instant copies, it may be useful to know that some items may not be copied under penalty of fine or imprisonment. If in doubt concerning whether copies may be made of certain items, it would be wise to consult an attorney. Here, however, is a list of some more or less ordinary items which *may not* be copied or which may be copied under certain specified conditions:

- Obligations or securities of the U. S. Government—all bonds, certificates of indebtedness, national bank currency, United States and treasury notes, gold and silver certificates, fractional notes and certificates of deposit.

- U. S. Savings Stamps (may be photographed but only if the reproduction is either 25 per cent smaller in each dimension or 50 per cent larger in each dimension).

- Paper money, checks, bonds (for numismatic, educational, historical and newsworthy purposes may be photographed provided the reproduction is in black and white and is less than three-quarters or more than one and one-half times the linear dimensions of the original).

- Internal revenue stamps (if it is necessary to copy a legal document on which there is a canceled revenue stamp, this may be done provided that the reproduction of the document is performed for lawful purposes).

- Postage stamps (for philatelic educational, historical and newsworthy purposes, postage stamps may be photographed provided the reproduction is in black and white).

- Bills, checks and drafts for money, drawn by or upon authorized officers of the United States.

- Stamps and other representatives of value, of whatever denomination, which have been or may be issued under any Act of Congress.

- Adjusted compensation certificates for veterans of the world wars.

- Automobile licenses—drivers' licenses—automobile certificates of titles in some states.

- Obligations or securities of any foreign government, bank or corporation.

- Copyrighted material of any manner or kind copied without permission of the copyright owner.

- Certificates of citizenship or naturalization (but foreign naturalization certificates may be photographed).

- U. S. passports (foreign passports may be photographed).

- Immigration papers.

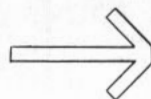
- Amateur radio operators' licenses.

- Draft registration cards.

- Selective Service induction papers which bear certain personal information.

- Badges, identification cards, passes or insignia carried by members of the various federal departments and bureaus (unless photograph is ordered by head of department or bureau).

# SEAVEY C-71: HEADING ASHORE



**T**HE LATEST EDITION of Seavey, Segment C-71, is currently underway and bringing to many seagoing Navy men the prospect of reassignment to shore during the spring of 1972.

This installment of the sea-to-shore rotation includes some features of special importance to Navy men anticipating a move through this program.

Those personnel who are considered career for rotational purposes—all 1st and 2nd class petty officers with 10 or more years of active duty—are eligible for transfer through Seavey C-71 without being required to extend their enlistment. This includes men who wish to extend their enlistments to obtain 10 or more years of active duty at the time rotation data cards are submitted. Of course, certain special programs, courses of instruction and overseas shore assignments continue to require obligated service.

**M**ORE RATES AND NECs have been placed under the centralized assignment control of the Chief of Naval Personnel and have been removed from the Seavey program. These include AK, AME, AS, IC, LI, MR, PC, PR, QM, RD, SM, and Hospital Corpsmen with the following NECs: 8402, 8403, 8408, 8409, 8415, 8416, 8417, 8432, 8433, 8452, 8463, 8466, 8482, 8483, 8484, 8485, 8486 and 8498.

The Commander in Chief, U.S. Atlantic Fleet, is conducting a Phased Rotation Pilot Program for ships of the Atlantic Fleet. The pilot program applies only to Navy men of the engineering (group VII) ratings and, when fully underway, will provide for the

rotation of these men in an even-flow, phased manner. Special criteria apply to personnel in the MM, EN, EM, BT, SF and DC ratings who are serving on Atlantic Fleet type duty 2 activities and who have been given PRDs under the Phased Rotation Pilot Program. For details of these requirements, see your personnel officer in relation to BuPersNote 1306 (25 June 71).

In general, if your present sea duty—which includes all continuous sea assignments in the current cycle—began during or before the month listed below for your rating and rate (as of 1 July), you may be transferred to a shore assignment between February and May 1972.

**I**N ADDITION, you must have been on board your present command for duty on 1 July 1971, your PRD or sea extension must expire during the transfer months of C-71 (February through May 1972) if you're on type duty 3 (overseas shore duty) or type 4 (non-rotated sea duty), and you must have the required amount of obligated service remaining unless you're a PO1 or PO2 over 10 years.

Your personnel office can tell you if you meet all the qualifications and, if so, will supply any necessary additional information and assist you in submitting your duty preferences. Below is the listing of Sea Duty Commencement Dates (SDCDs). Most of the rates listed require obligated service to at least January 1974. However, if your rate is marked with an asterisk (\*), you need obligate only to July 1973 or later. Now check the Seavey dates below.

RATE	DATE	FTGSN	FEB 66	JO1	FEB 70	*EMFN	MAY 67	*AT2	OCT 69	*AE1	FEB 70
BM1	FEB 66			*JO2	FEB 70			*AT3	FEB 70	*AE2	FEB 70
BM2	FEB 66	FTM1	MAY 67	*JO3	FEB 70	*SF1	FEB 67	*ATAN	FEB 70	*AE3	FEB 70
BM3	FEB 66	FTM2	FEB 67	*JOSN	FEB 70	*SF2	AUG 67			*AEAN	FEB 70
BMSN	FEB 66	FTM3	FEB 67			*SF3	AUG 67	AO1	MAY 69		
		FTMSN	FEB 67	*MM1	FEB 66	*SFFN	AUG 67	*AO2	SEP 69	AMS1	DEC 69
GMM1	MAY 68			*MM2	OCT 66			*AO3	SEP 69	*AMS2	DEC 69
GMM2	MAY 68	RM1	SEP 69	*MM3	FEB 66	*DC1	FEB 67	*AOAN	SEP 69	*AMS3	DEC 69
GMM3	MAY 68	*RM2	SEP 69	*MMFN	FEB 66	*DC2	AUG 67			*AMSAN	DEC 69
GMMSN	MAY 68	*RM3	DEC 69			*DC3	AUG 67	ABE1	FEB 69		
		*RMSN	DEC 69	*EN1	JUN 66	*DCFN	AUG 67	*ABE2	FEB 69	AMH1	DEC 69
GMT1	AUG 69			*EN2	OCT 67			*ABE3	OCT 69	*AMH2	DEC 69
GMT2	AUG 69	*CYN3	FEB 70	*EN3	NOV 68	ADR1	FEB 70	*ABEAN	OCT 69	*AMH3	DEC 69
GMT3	AUG 69	*CYN3N	FEB 70	*ENFN	NOV 68	*ADR2	FEB 70			*AMHAN	DEC 69
GMTSN	AUG 69					*ADR3	FEB 70	ABF1	OCT 68		
		SK1	MAR 68	*BT1	FEB 66	*ADRAN	FEB 70	*ABF2	OCT 68	HM1	FEB 69
GMG1	FEB 66	SK2	NOV 69	*BT2	FEB 66			*ABF3	FEB 69	*HM2	FEB 69
GMG2	FEB 66	SK3	SEP 69	*BT3	FEB 66	ADJ1	OCT 69	*ABFAN	FEB 69	*HM3	MAY 69
GMG3	FEB 66	SKSN	SEP 69	*BTFN	FEB 66	*ADJ2	FEB 70			*HN	MAY 69
GMGSN	FEB 66					*ADJ3	FEB 70	ABH1	AUG 69		
		CS1	FEB 68	*EM1	MAY 67	*ADJAN	FEB 70	*ABH2	AUG 69	SD1	SEP 67
FTG1	FEB 66	CS2	AUG 68	*EM2	FEB 66			*ABH3	FEB 70	SD2	SEP 67
FTG2	FEB 66	CS3	OCT 69	*EM3	MAY 67	*AT1	AUG 69	*ABHAN	FEB 70	SD3	FEB 67
FTG3	FEB 66	CSSN	OCT 69							TN	JAN 67

\*Ratings/rates in which only 14 months obligated service is required to July 1973.



# ADVANCEMENT RESULTS

More than 143,000 Navymen on active duty participated in the February advancement examinations and approximately 59,000 are being advanced, according to figures released by BuPers officials. Approximately 72 per cent of those who passed the examinations for advancement to pay grades E-4 through E-7 are being advanced. Not included in the tally are 683 advancements for Air and Surface TARs.

## Summary of February Advancement Examination Results

Candidates		Examination Passers	% of Candidates Passing Exam	Advancements	% of Exam Passers Authorized Advancement
E-7	35,000	12,000	35	2200	18
E-6	23,000	10,000	44	4800	48
E-5	37,000	23,000	65	21,000	92
E-4	48,000	37,000	77	31,000	83
Total	143,000	82,000	57	59,000	72

### There Still May be Time to Enter 1972 Olympics at Japan, Germany

**E**IGHT NAVYMEN participated in the last Olympic Games and two of them won Gold Medals. Are you good enough, in any Olympic sport, to compete against the best in the world? If you are, it may still not be too late to qualify for the 1972 Olympics.

The Winter Games are scheduled for Sapporo, Japan, next February, while the summer games will be held in Munich, Germany, in August and September. Deadlines for applications and dates of qualifying competition vary with the particular sport.

Servicemen are eligible to represent the United States in international sports competition, such as the Olympics and the Pan-American Games. Those selected may be placed on duty wherever and for as long as it is necessary to train for and participate in the authorized sports events.

What does it take to qualify? In addition to being close to tops in your field, you must be a bona fide amateur, under the rules of the sport's ruling body, and must be found physically qualified by a medical officer. Apply via your CO to the Chief of Naval Personnel (Attn: Pers-P4) for consideration. Complete application procedures are in the *Special Services Manual* (NavPers 15869B), Section 806. Final selections are based on the results of All-Navy champion-

ships; known athletic ability as demonstrated by results in recent national, collegiate and international amateur competition; and certified information included on applications.

### Brunswick Air Station Provides 350 Welcome Aboard Packets

**B**RUNSWICK NAVAL AIR STATION Family Services Volunteers deserve a "4.0" for their extra effort in providing 350 special Welcome Aboard packets for Navymen attached to COMFAIRWINGSLANT and VP-8. The result of the effort was that these men and their families felt right at home as soon as they were transferred to Brunswick on 1 July from Norfolk, Va., and Patuxent River, Md.

The bulky Welcome packets included literature about NAS Brunswick and the surrounding Maine area, maps showing the best travel routes, driving tips and suggestions about how to make the move easier.

The new arrivals soon discovered that the ladies also operate the Family Services Office, make assistance calls to newcomers and provide a gear locker well stocked with such items as rollaway beds, dishes, linens, cribs and ironing boards for families on the move. They also provide emergency baby-sitting and transportation for military families, and referrals for housing, churches, schools and other organizations.

## Police Aid Ship's Program

The long arm of the Virginia State Police stretched across the Atlantic and "escorted" the Navy's attack aircraft carrier *uss Independence* (CVA 62) home to Norfolk after a seven-month cruise in the Mediterranean. The "arm," requested by the Navy, was State Trooper C. R. Wilmore who took part in a six-month-old safe-driving program aimed at minimizing traffic accidents among sailors returning from overseas.

Four times a day for the last five days of *Independence's* trip home, sailors gathered in groups of 100 or more to receive a hard-hitting, factual presentation of statistics, followed by a film showing some of the worst accidents. The ship's closed-circuit television also was used to reach men who could not attend the lecture.

*Independence* was the third Norfolk-based carrier to participate in the joint Navy-Virginia safe-driving program. Both *uss Forrestal* (CVA 59) and *uss America* (CVA 66) hosted members of the State Highway Patrol during their Atlantic crossings from the Med.

Trooper Wilmore said, "It would really be a shame for a man to work so hard under such hazardous conditions as those on a carrier's flight deck, and then end up as a highway statistic just after returning to the States."

## 'How to Frame a Figg' Joins List of Recently Released Movies

**H**ERE'S A LIST of recently released 16mm feature motion pictures available to ships and overseas bases from the Navy Motion Picture Service.

Movies in color are designated by (C) and those in wide-screen processes by (WS).

*The Buttercup Chain* (WS) (C): Drama; Hywel Bennett, Jane Asher.

*Murder One* (C): Drama; Diane Baker, Robert Conrad.

*Trial Run* (C): Drama; James Franciscus, Leslie Nielsen.

*Gypsy* (WS) (C): Drama; Natalie Wood, Rosalind Russell.

*A Drama of Jealousy* (C): Comedy; Marcello Mastroianni, Monica Vitti.

*How to Frame a Figg* (C): Comedy; Don Knotts, Joe Flynn.

*A Quiet Place in the Country* (C): Drama; Franco Nero, Vanessa Redgrave.

*Joe* (C): Drama; Peter Boyle, Dennis Patrick.

*Fools* (C): Drama; Jason Robards, Katharine Ross.

*The Traveling Executioner* (WS) (C): Drama; Stacy Keach, Mariana Hill.

*The Movie Murderer* (C): Mystery; Arthur Kennedy, Robert Webber.

*The Aristocats* (C): Cartoon Feature; Phil Harris, Eva Gabor.

*The Man Who Had Power Over Women* (C): Drama; Rod Taylor, Carol White.

*A Clear and Present Danger* (C): Drama; Hal Holbrook, E. G. Marshall.

*One More Train to Rob* (C): Western Comedy; George Peppard, Diana Muldaur.

*The Lady in the Car with Glasses and a Gun* (WS) (C): Drama; Samantha Eggar, Oliver Reed.

*Brewster McCloud* (WS) (C): Satire; Bud Cort, Sally Kellerman.

*Valdez is Coming* (C): Western; Burt Lancaster, Susan Clark.

*The Beguiled* (C): Drama; Clint Eastwood, Geraldine Page.

*Any Second Now* (C): Drama; Stewart Granger, Lois Nettleton.

## ART Faculty Improves Recruit Reading Deficiencies

**N**AVY Lieutenant Jesse F. Drummer had a good thing going. The good thing — an Academic Remedial Training Unit at San Diego—is still going but LT Drummer has been detached and the program is now headed by LTJG Bennie L. Roberts.

Referred to as ART, the training unit has the job of taking recruits who have failed tests because of a reading deficiency and teaching them to read phonetically and comprehend what they read.

After successfully completing ART training the recruit must continue to meet normal recruit training academic standards. A good indication of the program's success is the fact that 85 per cent of the Navy recruits who undergo ART training go on to graduate from the Recruit Training Command in San Diego each year.

It helps to have a good staff—and ART has just that. In addition to LTJG Roberts, ART is staffed with seven instructors who hold degrees in either the sci-

## New PO Courses Ready

Military Requirements for Petty Officer 3 & 2 (NavPers 91206-1) is on the list of new and revised enlisted correspondence courses which are now available for enrollment. The list also includes Aviation Storekeeper 3 & 2 (NavPers 91674-1), Construction Mechanic 1 & C (NavPers 91581-2C), Data Processing Technician 3 & 2 (NavPers 91274-1B), Disbursing Clerk 1 & C (NavPers 91438-3B), Fire Control Technician (M) 3 & 2 (NavPers 91350), Gunner's Mate G 3 & 2 (NavPers 91355-3), Illustrator Draftsman 3 & 2 (NavPers 91488-1A), Patternmaker 1 & C (NavPers 91551-B) and Synchro, Servo and Gyro Fundamentals (NavPers 91333).

Among the new and revised courses, only Fire Control Technician (M) 3 & 2 is classified. In addition, one officer correspondence course, Office of the Judge Advocate General (NavPers 10723-2), has been discontinued.

## You Can't Tell a Book By Its Cover

If you buy reading material overseas, the Bureau of Customs points out that importation provisions of the copyright law can restrict the kind or quantity of books you may bring back to the United States.

Basically, a manufacturing clause requires that books be manufactured in the U.S. as a condition of copyright. When a book authored by an American has been manufactured in the U.S. and copyrighted, foreign-manufactured reprints may not be imported.

Unauthorized photo-offset copies of textbooks and American bestsellers sold abroad for a fraction of the cost in the U.S. also are prohibited, as are books which bear false notice of copyright.

The Bureau of Customs must examine all books being imported to determine whether copyright restrictions apply. The fact that books — except certain sales catalogs — are duty-free has nothing to do with enforcement of the copyright law.

ences or the arts. Some have done postgraduate work within their respective majors, and others have taught in junior high school, high school and college.

**A** FORMER WHITE HAT who earned his commission through the Navy's Aviation Officer Candidate Program, LT Drummer explained some aspects of ART before departing for his next duty assignment. "These men have come here as losers," he said. "They expect to fail because they've failed all of their lives, but they leave here with an improved reading ability and a winning attitude."

In some instances the instructors find that the men only need to be motivated. Records show one recruit who was sent to the school with a reading ability of 4.95 — or just below the fifth grade level. After four weeks at ART, the man was tested and read on an 11.2 level — or just above the average 11th grader.

When asked to explain such a marked improvement, LT Drummer said, "Originally the man was not motivated and now that he has found that he can be successful, he wants to learn."

He also pointed out that the recruits usually improve their reading level by at least two grades after five weeks of intensive reading at ART.

How did LT Drummer like his job? "I believe it is one which proves to be of great personal benefit to many poorly educated individuals," he said, "and that makes it not only unusual but of great personal satisfaction to me."

## Minorca Cemetery Renewed After 150 Years of Desertion

**N**ESTLED BETWEEN two small hills across the bay from Mahon, Minorca, in Spain, is a small, 150-

year-old cemetery where 15 American officers and seamen are buried. The cemetery was almost forgotten for more than two centuries, but during recent years a Sixth Fleet ship has pulled into Mahon twice a year to care for the almost hidden cemetery and put a new face of whitewash on the markers.

A few days before last Memorial Day, the combat stores ship *USS San Diego* (AFS 6) pulled into Mahon to take a turn at the upkeep of the cemetery.

Fifteen Navymen, a large can of whitewash, garden tools borrowed from the local Spanish Navy and three days' worth of elbow grease transformed the dingy, weed-infested burial ground into a fitting resting place for yesterday's Americans so far from home. They did a topnotch job.

United States ships of the line operated out of the beautiful harbor as early as 1815, but the earliest legible date found by recent visitors inside the graveyard is 1824.

Along with the 15 Americans buried in "El Cementerio Ingles" (English Cemetery) there are several English and Spanish, and one German, for a total of 34 plots. Now that the Navy has taken an active part in keeping the cemetery from becoming overgrown by nature, the markers may last another couple of hundred years.

—PH1 Bill Hamilton

## 12-Year Safety Record

"It is with utmost pleasure that I award TRARON TWENTY-NINE a special CNAVANTRA 'Aces' award in recognition of your squadron's completion of 12 consecutive years of accident-free flying as of 12 Mar 1971. This superb accomplishment marks the achievement of an aviation safety record in which you and every member of your fine squadron have every reason to take great pride."

So read the praise forwarded by Rear Admiral B. D. Holder, Chief of Naval Air Advanced Training, to TRARON 29's CO, Commander J. E. Paul. The squadron provides advanced navigation for the training of prospective Naval Flight Officers.

The long record began after a slight mishap in early 1959, when VT-29 was still designated Advanced Training Unit 501. On that day, a P-5M nosed over in Corpus Christi Bay during a practice landing. Six of the 11 people on board were French exchange students. Fortunately, the only injury was a broken leg.

In May 1960, the squadron was formally commissioned as a separate command with the primary mission of training navigators. A new aircraft, the T-29 "Flying Classroom" was leased from the Air Force to augment the reliable "old-timer," the R-4D-8 (DC-3) *Skytrain*—still in service as TC-117D.

VT-29 has seen many aircraft and changes since the old days of ATU 10 and 12, then training pilots in PBMs and PB-4Ys, and as ATU 501 using P-5M *Marlin* seaplanes and the P-2V *Neptune*.



# 27,000

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**T**HE SALE OF U.S. GOVERNMENT PUBLICATIONS has come a long way since 1895 when the office of the Superintendent of Documents was established and a relative handful of employees sold books which brought in \$889 the first year. Today, the Government Printing Office, and its government bookstores, have 700 employees who each year sell about 75 million publications amounting to more than \$21 million.

You might be surprised at what can be purchased from GPO. The results of study and research conducted by various departments and agencies of the Government—affecting nearly every field of life—appear in approximately 27,000 different publications. These delve into such diverse subjects as farming, consumer interests, child care, aviation, cooking,

homemaking, construction, health, housing, education, geology, atomic energy, mining, engineering, reclamation, water power, American history, weather, interstate commerce, census, business, foreign trade, immigration, finance, transportation, wildlife, laws, political science, labor, national parks, forestry, Army, Navy, taxation, radio, space and international relations.

Among the publications available at nominal GPO prices are 382 periodicals (including *ALL HANDS Magazine*) to which more than 1.4 million individuals and organizations subscribe. In addition to sales, some 96 million publications are distributed each year to libraries and addresses on departmental mailing lists.

Although GPO receives an average of 18,000 orders a day, modern mechanical aids and expert operating procedures ensure that customer orders receive careful attention.

And, although largely a mail order business, GPO operates a modern bookstore at North Capitol and "G" streets in Washington, just a few blocks from the Capitol. On display and available for purchase on the spot are 2200 of the most popular government publications. Those not on display may be obtained from storage in about 45 minutes.

**O**THER GPO BOOKSTORES are located in several other government buildings in Washington, including the Pentagon, and in Federal Office Buildings in Chicago, Kansas City, San Francisco, Boston, Los Angeles, Atlanta and Dallas. A new GPO bookstore was opened in New York City in August, and another is scheduled to open in Denver, Colo., in September. (Also, regional offices of various government agencies act as publication sales outlets in other principal cities

## **Marines' New V/STOL Aircraft Gets Testing Aboard USS Guadalcanal**

**A** NEW VERTICAL and short takeoff and landing airplane (V/STOL) was recently deployed for evaluation aboard USS *Guadalcanal* (LPH 7). Support personnel from the Naval Air Test Center at Patuxent River, Md., were on hand.

The plane is a high performance jet whose thrust can be redirected to make it stop in midair and hover. It will also descend and take off in little more room than is required by a helicopter. Short takeoffs are used to get the best performance. In the air, the aircraft can travel at more than 600 knots.

The plane's helicopter-like performance is due to four rotatable nozzles which can direct the exhaust gases at any angle from straight back to straight down.

*Guadalcanal* was selected for shipboard tests to enable the NATC to obtain shipboard operational data. Special emphasis was placed on wind speeds and other conditions necessary for takeoff and landing under varying fuel and ordnance loads; 53 takeoffs and landings were made during five days of testing.

When the plane is operational, it will be flown by three squadrons to be attached to the Marine Corps Air Station at Beaufort, S.C.

## **Contractor Uses Models to Test Navy's New Amphibious Vehicles**

**T**HE NAVY simulated a heavy surf condition to test models at Laurel, Md., of proposed designs for its first air cushion amphibious assault landing craft (AALC). Because moving between land and sea through a plunging surf has always been difficult for amphibious vehicles, use of full-scale models in trials would have been both expensive and dangerous to the crew.

With models, however, the Navy was able to use a contractor's 308-foot-long basin facility whose special instrumentation includes a surf-generating beach system and towing rig which permitted a ship model to surge, heave, pitch and roll.

The two six-foot models being tested were designs being considered for the prototype AALC. Tests demonstrated that both can run up on the beach through surf up to and including 12-foot breakers and

throughout the U. S.) A Distribution Center is also being opened in Pueblo, Colo., which will expedite orders west of the Mississippi.

How do you learn what GPO has available? Subject price lists are free for the asking, and a monthly *Catalog of United States Government Publications*, containing from 1200 to 2200 entries each month, lists all publications issued during the month and is sold on a subscription basis at \$7 a year.

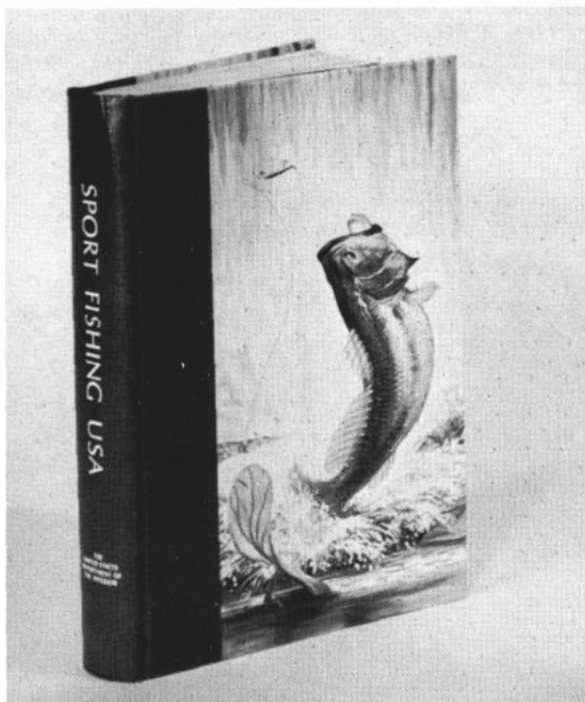
Also, a biweekly list of selected publications is issued on request without charge; simply send your name and address to the

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and ask that you be placed on the mailing list for *Selected U. S. Government Publications*.

Remittance for publications purchased from GPO may be by check or money order payable to the Superintendent of Documents, or by special coupons which have a face value of five cents each and are sold in blocks of 20 (\$1 worth). As with any other type of order, cash should not be sent through the mail. More than 61,000 GPO bookbuyers who make regular volume purchases have established prepaid accounts by depositing at least \$25.

**A**LTHOUGH GPO is a big business, it is strictly a self-sustaining service organization. Generally, the sales price of a given publication is the cost of production, plus a reasonable percentage. And—at the end of each fiscal year, receipts not required for purchasing additional publications are turned over to the U. S. Treasury for the benefit of everybody.



**SPORT FISHING U.S.A.** is a new, authoritative volume on all aspects of marine and freshwater sport fishing which is now available through the U. S. Government Printing Office in Washington. G.P.O. publishes thousands of books and pamphlets ranging from no cost or a few cents, to more expensive fine books like the one above. To obtain a list of G.P.O. publications available see the related article.

retract or return to the water under the same conditions.

Full-scale test craft are now being constructed. All are about 100 feet long, 50 feet wide and 23 feet deep.

### **Brothers and 'Brotherhood' Rock At Navy Clubs and Rec Centers**

**F**ROM SAN DIEGO TO KODIAK, Navy rock fans know the "Brotherhood" consists of two men and a girl who in no way resemble some secret cult.

The brothers are Mills and Richard Johnson who formed a musical group with Richard on the lead guitar and organ and brother Mills on the bass guitar.

Mills' wife, Arleen, was drafted as a replacement drummer and did such a good job of beating the skins that she was made a permanent member of the aggregation. All three vocalize when the occasion demands.

The Johnson brothers put their act together while they were in high school and, while in the Navy, have been lucky enough to draw the same assignments.

They went through boot camp together and, after recruit training, both were assigned to *uss Juneau*

(LPD 10). When Richard was ordered to Radioman School, so was Mills.

When their schooling was completed, both feared they had reached a parting of the ways but Mills requested duty with his brother and the Navy granted his request.

**T**HAT WAS WHEN THEY BEGAN TO WARM UP the environs of Kodiak, Alaska, where they expect to complete their enlistment contract.

During their Navy career, the group played at recruit smokers and, at San Diego's Naval Training Center, they became even more familiar to local Navymen at military clubs and at clubs off base as well.

The group was selected as one of six military acts to perform at the Armed Forces Music Festival held at Camp Pendleton in 1970 — one of 13 held at military installations throughout the country.

Film footage of the Camp Pendleton Festival, including the "Brotherhood's" performance, was shown on nationwide television.

After the Johnsons complete their hitch in the Navy, they plan to return to college in Utah where they intend to sing and play their way to degrees in music.

# PEOPLE in the NEWS



**COMMUNICATING WITH YOUTH**—Displaying their certificates of graduation from the COMCRUDESAC Speech Seminar, these young navymen have volunteered their free time to speak to various youth groups in the San Diego area. The program is designed to aid younger citizens in gaining a better understanding of the Navy, its operations and its personnel.



**HONORED AT PEARL HARBOR**—IC2 George B. Salazar of Submarine Force Pacific was the first place winner in the 14th Naval District's Safe Driver of the Year contest held earlier this year. He received his trophy from RADM Thomas B. Hayward, Commandant 14th Naval District, while RADM Paul L. Lacy, Jr., Commander Submarine Force Pacific, looked on. Petty Officer Salazar won due to his excellent safety record during off-duty hours and his performance in a field driving test and on a written examination.



Attack Squadron 25 embarked on USS Ranger (CVA 61) was awarded the Golden Tailhook Award by Attack Carrier Air Wing Two for the second time during its current WESTPAC deployment. This award is given each line period to the squadron that has the best carrier landing scores during the previous at-sea period. The award was presented to the future skipper of VA-25, CDR John H. Carcaba (right), by Commander Carrier Division Three, RADM James Ferris. Looking on is Commander Carrier Air Wing Two, CAPT Jessie McKnight. LT James D. Bell, VA-25 LSO, was also recognized for maintaining the highest landing score average in CVW TWO.



Bewhiskered seaman Lawrence T. Jesue, aboard USS Wasp (CVS 18), checks the distance between two points on a chart. He represents those who sport the new look.





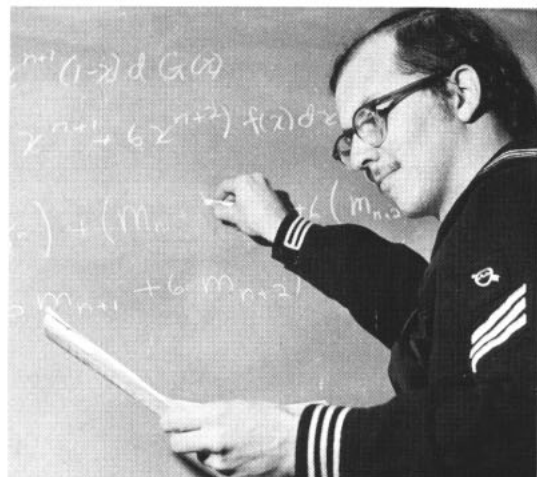
Not every command can boast having a Bull Ensign WAVE on board. ENS Theresa A. Unser is assigned as a programmed writer in the Training Department of the Naval Amphibious School Coronado. She was the third WAVE officer assigned to work in the school. A few weeks ago she was joined by Ensign Ingrid A. Johnson fresh out of OCS. To celebrate Theresa's advanced position, informal ceremonies were held and Theresa was spot promoted to Bull Ensign by CDR R. E. Buddhu, NAVPHIBSCOL CORO CO.

**STAR REENLISTMENT**—As a last official act before retiring, LCDR Samuel L. Bouton, Weapons Officer, Polaris Missile Facility Pacific, reenlisted five petty officers of his department under the STAR Program. LCDR Bouton retired later the same day after serving 30 years' active naval service. Reenlisting for six years were (L to R) MT2 Berry A. Martin, MT2 Leroy E. Rawlings, MT2 Eric L. Hassler, FTB2 Joseph Baque and MT2 Bruce N. Caroon.

Navy men point out assorted ribbons earned when they were aboard USS Rupertus (DD 851). From left: CAPT W. M. Cone (COMDESRON Three), ENS K. Goodman, LTJG E. J. Lehre, LT G. A. Weeks, CAPT H. F. Wenzel (COMDESDIV 32), MMCS (Ret) Anton J. Sedwig, RADM Edward E. Grimm. Kneeling: CDR Nelson P. Jackson (CO, USS Rupertus), LTJG D. P. Welch.



Barbara Jo Davis receives a certificate of appreciation for her work in the Navy recruiting effort and community relations, during retirement ceremonies for Jim Davis. Davis has been a Navy Recruiter in the Everett, Wash., area and has now made his residence there. The interested spectator is little Miss Davis who is the smallest of six children. Presenting the certificate is LCDR C. E. Stith, Seattle Recruiting Station XO.



RMSN Fred R. Sinal works out a mathematical equation. The Navy took him away from his radar set in an ocean minesweeper and reassigned him to the Center for Naval Analyses in Arlington, Va., where he is conducting a study in economics. He is one of 20 Navy enlisted men chosen for duty with the Center. He has a university degree in this field.

# letters to the editor

This section is open to unofficial communications from within the naval service on matters of general interest. However, it is not intended to conflict in any way with Navy Regulations regarding the forwarding of official mail through channels, nor is it to substitute for the policy of obtaining information from local commands in all possible instances. Do not send postage or return envelopes. Sign full name and address. Address letter to Editor, ALL HANDS, Pers-P31, Bureau of Naval Personnel, Navy Dept., Washington, D. C. 20370.

## Broken Service

SIR: I need some straight information. I get a different answer everywhere I ask.

I was discharged from the Navy in 1968 as a PO1 after 16 years of active service. (I had made PO1 in 1964.) I enlisted in the Reserves on 10 Jul 1969 and was given PO1 back. I was discharged as a PO1 29 Sep 1970 for enlistment in the Regular Navy, and was enlisted as a PO2 the next day.

How is my eligibility date for PO1 computed? How is my time in rate computed for test points? Once I make PO1 back, is there another three-year waiting period as PO1 before I can go up for chief? Does my time as PO1 mean anything?

I might add that after being out for two and a half years I am more experienced in my rate. I cooked in many different kinds of places and had my own food service business.

The Navy is a very secure place to be. Getting out wasn't a complete loss.—CS2 H. H. S., USN.

•You may possibly be able to make PO1 again without waiting two years. But after that, you will have to serve three more years as a 1st class before you can make chief.

Normally, a man who reenlists under broken-service conditions has an eligibility date for advancement computed from the date of his reenlistment. In your case, 30 Sep 1970 would count as the day you made PO2, and therefore you wouldn't be eligible for PO1 until 30 Sep 1972.

However, because you reenlisted at a lower rate than the one you held before, you may be able to get a waiver. The Advancement Manual spells it out in article 302.10.5.0:

"Personnel reenlisting in the regular Navy under conditions of broken service in a lower pay grade than held at the time of discharge or release to inactive duty may participate for advancement to the next higher pay grade only in the rating held at the time of discharge or release to inactive duty without reestablishing the service in pay grade requirements."

If you were a CS1 when you were discharged, it would appear that you may take the next exam for CS1—if, of course, you're otherwise qualified

for advancement and if your CO decides to recommend you.

For advancement multiple purposes, you will be credited with service in pay grade E-5 from the date of your enlistment to the terminal eligibility date for the PO1 exam you take.

Once you make PO1 again, however, you will have to serve the regular three years in that grade before you can regain your eligibility to take part in the exam for CPO. The time you served as a PO1 before your discharge or in the Reserves doesn't count toward eligibility for advancement to chief.

But, as you indicated, you have gained a great deal of experience which should help you in seeking advancement.—ED.

## Planning an Awards Ceremony

SIR: Help! I've been put in charge of setting up a local awards ceremony.

I had a look at the *Landing Party Manual* (OpNav P-3403). It appears to have some, but not all, the necessary instructions. What other official references describe the correct procedures for conducting an awards ceremony?—AVCM J. L. M., USN.

•The *Landing Party Manual* is the only official reference for awards ceremonies that we know of, but this is a subject which is not governed by strict rules and regulations, anyway.

Instead, the specific procedures are largely left up to the judgment of the officer or petty officer in charge of the ceremony. It's up to you to arrange a smart, orderly, dignified presentation. In general practice, such ceremonies go something like this:

As each individual is called from the ranks, he marches up (by the most direct route) to the presenting officer and halts directly in front of him at an easy handshaking distance. The man salutes. The officer returns the salute, reads the award citation (in part, usually) and hands it to the man (or pins on the medal). They shake hands. Then the man takes one step backward and salutes; the officer returns the salute; and the man about-faces and returns to his place in ranks.

If a large number of men are receiving awards, you can speed things up by putting all award recipients in

a separate rank directly in front of the presenting officer. The officer can either call men from this rank individually or himself step up to each man and present the award.

There's one other way to streamline the ceremony even more: form up the men receiving awards into a separate unit and have them file by the presenting officer. Each man's name is called as he arrives in front of the officer. The man salutes, receives his citation and a handshake, salutes again and moves on.

Double check just before the ceremony to make sure the men are lined up in the same order as on the awards list. Otherwise you may find yourself giving an award to the wrong man.

No matter which format you adopt for your ceremony, the important thing is careful planning. It's a good idea to schedule a rehearsal. At any rate, be sure everyone involved is given specific instructions on what to do and when to do it. The extra time and effort will pay off in eliminating mistakes and confusion.—Ed.

## Proceed Time

SIR: Would you please clarify a section of the BuPers Manual in regard to granting of proceed time? My particular question concerns an HM1 with no dependents who was granted four days' proceed time and 15 days' leave on a PCS transfer from FAU CINCPACFLT, Pearl Harbor, to NAS Barbers Point—a distance of about 15 miles.

Taking the Manual literally, the HM1 is entitled to the proceed time, as NAS Barbers Point is not physically located on the Naval Station, Pearl Harbor. However, I seem to recall in the past that personnel being transferred from one station to another in the same general locale were not entitled to proceed time. The regional finance center says the HM1 is not entitled to proceed time and should be charged leave for the period.—T.J.S., YN1, USN.

• Since Barbers Point is not physically located within the area of Naval Station, Pearl Harbor, proceed time may be granted upon transfer between these two points. However, this is at the discretion of the transferring

command if it is determined that such time is necessary for the man to relocate.—Ed.

## Final Shipment

SIR: I'm headed for my twilight cruise. Will I retain all my rights to movement and storage of household goods upon retirement?—AVCM D. K. F., USN.

• Of course. Under Joint Travel Regulations (article M8260), anyone who completes eight or more years of continuous active duty is entitled to shipment of household goods from the last or any previous permanent duty station, from a designated place in the U. S., from storage, or any combination thereof, to a home of selection. This action should be completed within one year—in your case, within one year of retirement.

For newcomers, a twilight cruise is assignment to duty in a geographical area of choice for the last two years before nondisability retirement after 30 years of active duty. A twilight cruise is reserved for enlisted Navy men and women who put in a full 30 years for retirement, as opposed to "20-year retirement" which actually is transfer to the Fleet Reserve with retainer pay. Chapter 19 of the Transfer Manual has full details on twilight cruise assignments.—Ed.

## Order of Honors

SIR: I was hoping that you could settle an argument . . . CNO recently visited our ship, along with two other admirals. I was under the impression that when three admirals were in party that honors were only rendered to the senior. Is it correct to render honors only to CNO or should all three admirals receive honors? — W.F.C., STC, USN.

• CNO alone should receive the salute or honors. The rule is that when two or more officials or officers entitled to a gun salute make an official visit in company, only the senior shall be saluted. If they arrive or depart at different times, however, each shall be rendered the gun salute to which he is entitled.—Ed.

## Reunions

News of reunions of ships and organizations will be carried in this column from time to time. In planning a reunion, best results will be obtained by notifying the Editor, ALL HANDS Magazine, Pers-P31, Bureau of Naval Personnel, Navy Department, Washington, D.C. 20370, four months in advance.

• *USS Vesuvius* (AE 15)—Crewmembers who served aboard between 1965-68 and are interested in a reunion should contact James L. Mills, 304 E. 7th St., Rock Falls, Ill. 61071, or phone 1-815-625-3297.

• *USS Stafford* (DE 411)—The seventh reunion will be held 8-10 Oct 1971 at Fredericksburg, Va. For information, contact Charles S. Rowe, P.O. Box 617, Fredericksburg, Va. 22401.

• 70th USN Construction Battalion—The 29th reunion of the 70th USN Construction Battalion will be held in joint session with CB Detachments 1005 and 1006 in Davisville, R.I., 25 Sep 1971. Contact Robert Gunnigle, 237 Dartmouth Dr., Hicksville, L.I., N.Y. 11801.

• LCI(L) Flotilla II—The 10th reunion will include a tour of Europe—from London to Naples—during the summer of 1973. Former crewmembers (Europe 1943-44) of the following LCI(L)s and staff are invited: USS LCI(L) numbers 1 through 5, 8 through 16, 32, 33, 35, 75, 193, 209, 211 through 219, 229, 231, 232 and 238. Paul L. Carter, the secretary-treasurer of LCI Flotilla II Reunion Association, Inc., at 804 4th Ave., Iowa City, Iowa 52240, has the details.

• Bainbridge Waves—Former and present staff members of the Recruit Training Command (Women), Bainbridge, may write PNCS Betty L. Deno, Bureau of Naval Personnel (Pers-B2026), Washington, D. C. 20370, for information regarding a reunion in October 1971.

• SC-1053—Members of the World War II crew of the sub-chaser 1053/PGM-4, may contact A. E. (Tiny) Huegler, 11931 Warfield Dr., San Antonio, Tex. 78216, for information about a planned reunion.



## Expresses Thanks

In the people-oriented Navy, emphasis has been given to improved services by Navy men and women in ratings such as PN, YN, DK, HM and SK—those whose assistance you seek in personnel, disbursing, the supply room, the dispensary, at the housing office, the transportation desk and elsewhere.

The Navy wants more of those who are good at dealing with people in these ratings, and fewer of the ones who are not.

Unfortunately, it seems that people take time to comment on their contacts with personal-service personnel only when they feel they have not received fair, friendly and competent treatment.

Nobody, it seems, is inclined to compliment the thousands of people-oriented Navymen — and

they are in the majority—who are friendly and sympathetic, who know their jobs and know the rules, who listen carefully to your inquiries and take the time to answer, who will go to considerable trouble to help you, and who generally give you the feeling the Navy cares about you.

That's why it's refreshing to be able to pass along the following:

*From: STCM(SS) Austin R. Knox, USN*

*To: Commanding Officer, Submarine Medical Center, Groton, Conn.*

*Subj: Outstanding prenatal and hospital care of dependent wife*

*1. My wife and I wish to express our appreciation for the excellent treatment and care given by the*

*OB-GYN, Maternity Staff of the Submarine Medical Center. The early cardiology and continued observation of my wife's cardiac problems were particularly appreciated during her pregnancy.*

*2. During the period of hospitalization all members of the hospital staff encountered were exceedingly friendly, courteous and took a personal interest in my wife and baby's well-being while conducting themselves in a professional manner . . . Austin R. Knox*

We second the chief's kudos. Every naval hospital has friendly, professional Navymen who care about the care they give. Doctors, nurses and corpsmen do not expect to be thanked for doing their jobs, but when they are, how sweet it is.—Ed.

## Submarine Pay

SIR: During a discussion of military pay and allowances the question of entitlement to submarine pay while attending a school in preparation for assignment to a submarine of advanced design or a position of increased responsibility was brought up.

I attended Nuclear Power School at Mare Island in 1959, and would like to know if I was entitled to draw submarine pay for that period of

schooling—ET1 M. J. P., USN.

• *Executive Order 11120 (effective 1 Oct 1963) amended Section 6 of Executive Order 10152 so that members qualified in submarines who "... are receiving instruction to prepare for a submarine of advanced design or for a position of increased responsibility on a submarine shall be entitled to receive incentive pay for the performance of submarine duty."*

*SecNav Instruction 7720.48 series lists the schools and courses of instruction which entitle members to submarine pay under the provisions of the Executive Order.*

*Unfortunately, you attended Nuclear Power School at Mare Island in 1959-60, about three years before Executive Order 11120 was effective. Therefore you were not and are not entitled to submarine pay for the period of instruction.—Ed.*

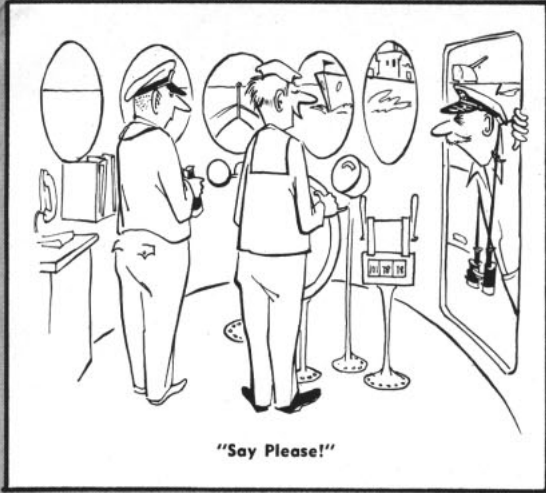


## Insignia Prototype

SIR: About one year ago I saw a Z-gram which authorized a breast insignia for officers and petty officers in charge of riverine and coastal craft in the Republic of Vietnam. As a former enlisted patrol officer with PBRs, I think I may qualify for such an insignia, but I haven't seen or heard any more about it since the Z-gram. What's the status?—TM1 L. D. F.

• *Prototype samples of the small craft insignia (authorized by Z-51 in October 1970) have been manufactured and the insignia itself will be in production by the end of the summer. Announcement of an availability date for the new insignia should be forthcoming.—Ed.*

ENS H. S. Geisenheimer



"Say Please!"



HMCS C. Wise



"What kind of plant food did you put on it?"

LT (SC) M. C. Murray



"Slack Off!"

page 63

CTC W. R. Maul



"PLANE! What plane? Smith, you've been on carriers too long."

YN1 R. L. Willet



CHANGES...CHANGES...  
CHANGES !!!

# TAFFRAIL TALK

"REQUEST PERMISSION to come aboard, Sir."  
"Permission granted."

Not an uncommon exchange among Navymen—in fact, it's a proper and necessary procedure for anyone wishing to board a Navy vessel.

It does come across rather strangely, however, when the words come out gurgled and the speaker, who happens to be a rear admiral, is surrounded by bubbles as he requests permission to board a submarine in 60 feet of water.

This was the situation recently when Rear Admiral John B. Davis, Commander Amphibious Task Force 76, Pacific Fleet, requested and was granted permission to board *USS Grayback* (SS 574) by its CO, Commander John Chamberlain.

Having been recently assigned as Commander Amphibious Force, Pacific Fleet, RADM Davis was trying to visit every ship and unit in his Task Force. At the time, *Grayback* was assigned to render services in connection with underwater swimmer operations in the Subic Bay area, and was conducting launching and recovery training with men from Underwater Demolition Team 12.

Not wanting to interfere with this evolution and yet hoping to observe both the training and the submarine, RADM Davis—a qualified scuba diver—proceeded by barge from his flagship to a position above *Grayback*. There, accompanied by LCDR Robert W. Peterson, UDT-12's CO, he entered the water and submerged to where the sub was conducting its operations.

From his vantage point, RADM Davis observed the launching and recovery of swimmers for about two hours before he entered the air lock and was brought aboard the boat. He was then given a tour of the sub, had lunch on board, and observed surfacing operations before departing for his flagship.

\* \* \*

**D**URING HER LAST two WestPac deployments *USS Grapple* (ARS 7) was in and out of Kaohsiung, Taiwan, a total of 11 times. Most of the time the salvage ship entered and departed the harbor in the heavy seas common to the Taiwan Strait.

Each time the ship was in port the crew noticed that whenever a Chinese fishing boat would get underway for a long trip, its crew would light off a string of firecrackers. After some investigation, it was learned that this ritual was intended to ward off evil spirits and solicit smooth seas and fair winds.

Her most recent WestPac cruise at an end, *Grapple* made a final stop in Kaohsiung before starting the 4500-mile trip home to Hawaii—which is normally a fairly rough one for a 218-foot ship going against the tradewinds.

It was then that the noisy fishing boats gave *Grapple's* first lieutenant an idea—if it works for the Chinese why won't it work for us? So he patronized the nearest fireworks store and when *Grapple* got underway on 21 April, down went the Jack and up went the string of firecrackers as the ship passed through the harbor entrance.

*Grapple* transited the 4500 miles in smooth seas and fair winds all the way home. Was it just luck or was it the firecrackers? The word from *Grapple's* crew is, "If you haven't tried it, don't knock it."

*The All Hands Staff*

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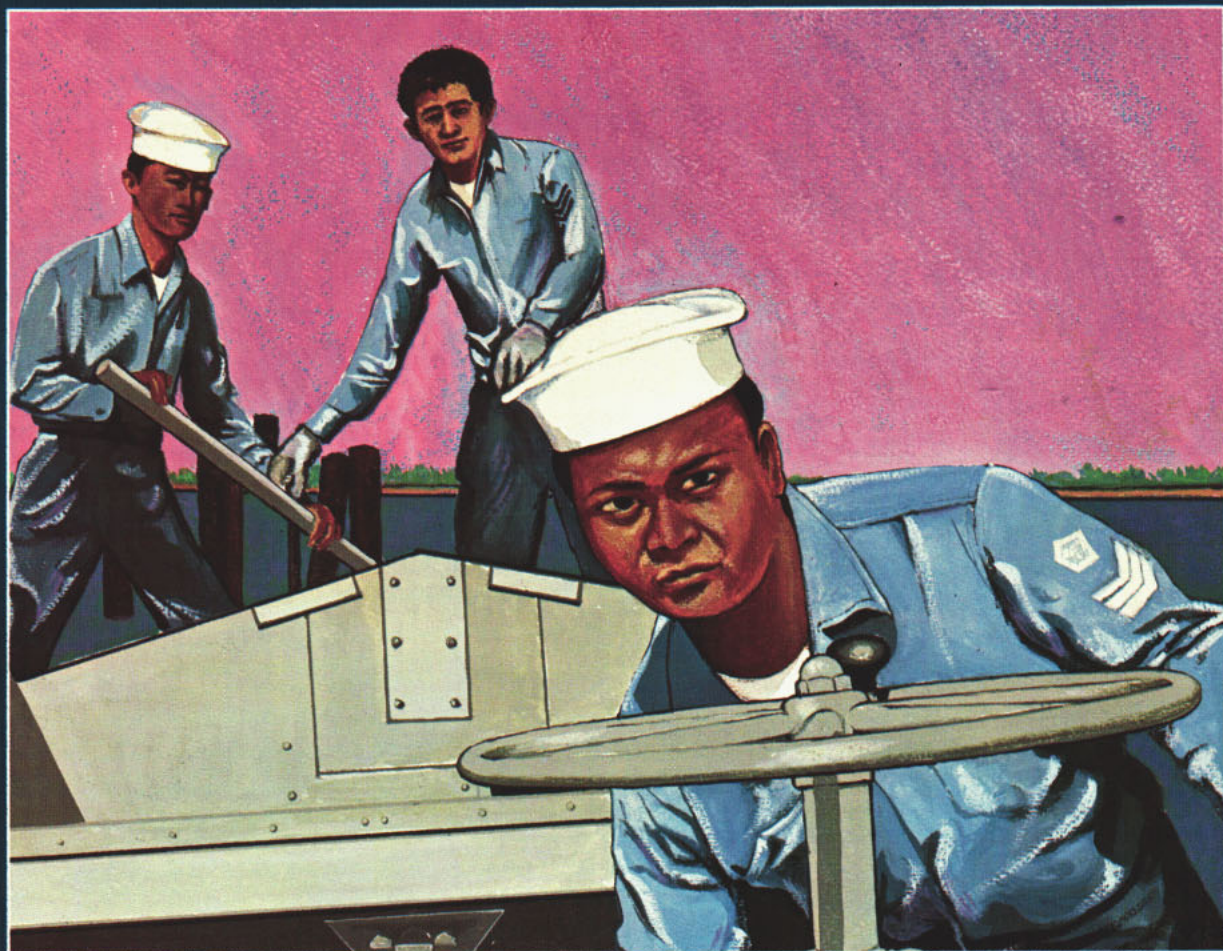
• AT RIGHT: "FREEDOM'S SENTRY"

—USS James Monroe (SSBN 622) gets underway on a patrol in calm waters. Photo by EM1 (SS) James P. Roddy.









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